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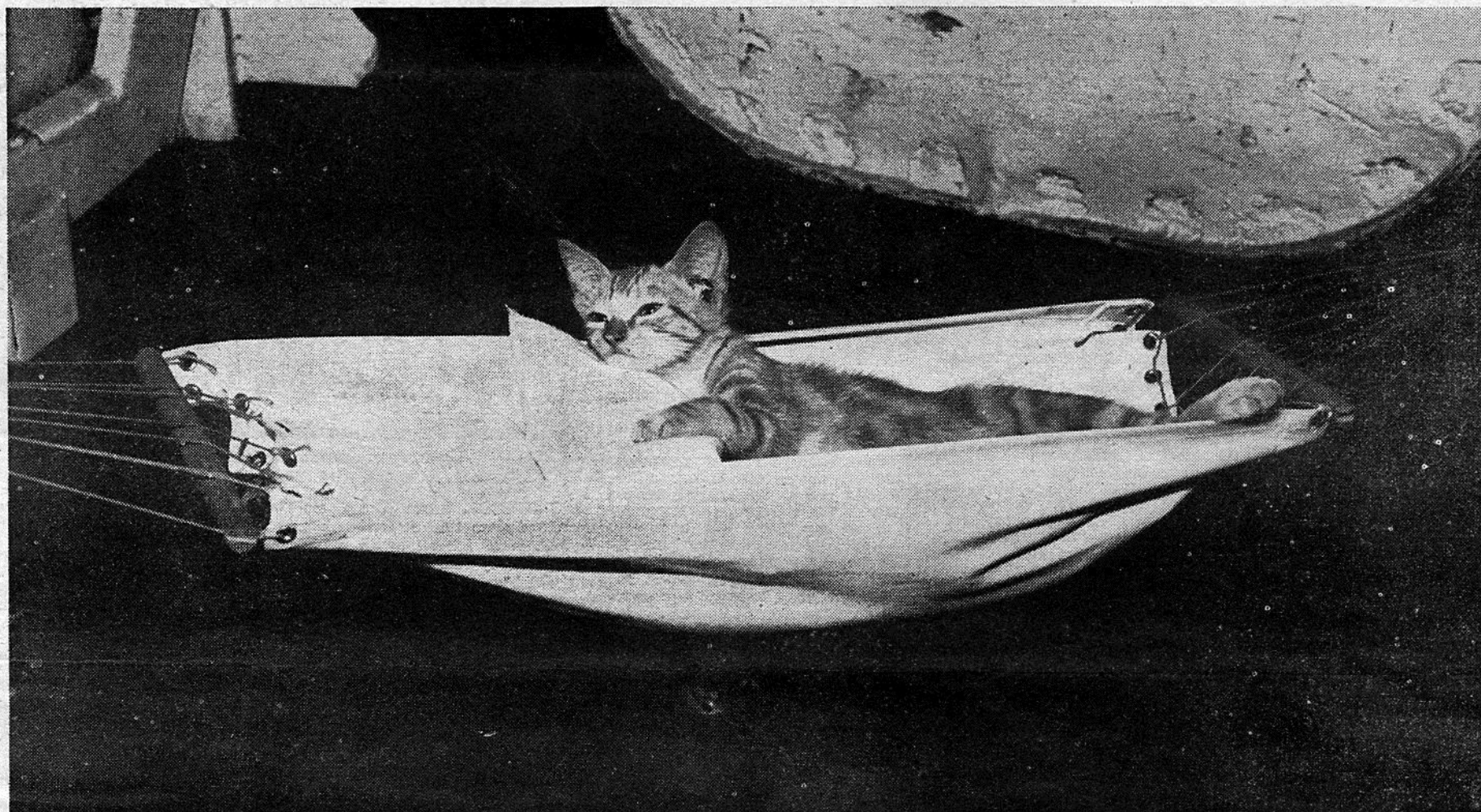
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No. 32 JANUARY, 1957

Published first Thursday of the month

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'HELLO, 1957'



A kitten, belonging to H.M.S. Eagle, in its specially-made hammock

DRAFTING FORECAST

Commissioning Programme

PORTSMOUTH

FOR GENERAL SERVICE

March 12, 1957: H.M.S. Lynx commissions for service in Home Fleet and South Atlantic.

March 19, 1957: H.M.S. Armada commissions for service in Mediterranean and Home Fleets.

March 20, 1957: H.M.S. Bulwark commissions for General Service.

March 26, 1957: H.M.S. Scarborough commissions for service in Mediterranean and Home Fleets.

April 4, 1957: H.M.S. Kenya commissions for service in Mediterranean and Home Fleets.

April 30, 1957: H.M.S. Undine commissions for service in Home Fleet.

FOR FOREIGN SERVICE

May, 1957: H.M.S. Newcastle commissions at Singapore for Far East Station.

May, 1957: H.M.S. Modeste commissions at Singapore for Far East Station.

CHATHAM

FOR GENERAL SERVICE

March, 1957: H.M.S. Loch Ruthven, at Gibraltar for Trials.

Early April, 1957: H.M.S. Chieftain, for Home Sea Service.

End April, 1957: H.M.S. Ursa, for General Service Commission Mediterranean/Home Cycle.

Early May, 1957: H.M.S. Gambia, for General Service Commission Home/East Indies Cycle (to be partially manned by Devonport).

End May, 1957: H.M.S. Lagos, for General Service Commission Mediterranean/Home Cycle.

Early June, 1957: H.M.S. Sheffield, for Trials (to be partially Portsmouth manned). Later to be commissioned for General Service Commission Home/Mediterranean Cycle.

FOR FOREIGN SERVICE

Early July, 1957: H.M.S. Alert, for Foreign Service in the Far East.

DEVONPORT

FOR GENERAL SERVICE

February 5, 1957: H.M.S. Russel commissions for Home Sea Service.

February 5, 1957: H.M.S. Puncher commissions for Foreign Service.

February 26, 1957: H.M.S. Eagle recommissions.

March 5, 1957: H.M.S. Barfleur commissions for General Service (Home/Mediterranean).

March 5, 1957: H.M.S. St. Kitts commissions for General Service (Home/Mediterranean).

March 7, 1957: H.M.S. Ulster commissions for General Service (Home/South Africa and South Africa).

April, 1957: H.M.S. Loch Insh recommissions for General Service (Home/East Indies).

April 30, 1957: H.M.S. Ulysses recommissions for General Service (Home/Mediterranean).

May, 1957: H.M.S. Burghead Bay commissions for General Service (Home/South Africa and South Africa).

May 28, 1957: H.M.S. Hogue commissions for General Service.

June, 1957: H.M.S. Opossum commissions at Singapore for Foreign Service.

DEVONPORT—Continued

May, 1957: H.M.S. Blackwood commissions for Home Sea Service.

FOR FOREIGN SERVICE

February, 1957: H.M.S. Salisbury commissions for Home Sea Service.

February, 1957: H.M.S. Cook recommissions for Foreign Service (Surveying).

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Commence.....(Month)

Coastal Command and the Royal
 Navy—see centre pages

Navy News

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Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 74571 (Ext. 2913)

EDITORIAL

The New Year!

Momentous changes are taking place in the structure of the Royal Navy in the coming year. The New Pay Code has already taken effect and in the near future the Officers' Structure and Centralised Drafting come into force. We believe that these changes are to the advantage both of the Service and of the officers and men.

There is a considerable building programme in the various Commands which will make for additional comfort as well as add to the general all-round efficiency of the Service. The erection of married quarters proceeds apace, and the attention of our readers is called to the report of the Portsmouth Command Married Quarters Officer in this issue which gives a few facts and figures. Comparable work is going on in the other Commands.

The main feature article of this issue concerns Coastal Command and the Royal Navy, and will be read with considerable interest by all who took part in the war.

In wishing all our readers a happy and prosperous New Year we would like to thank our contributors and advertisers for their continued support.

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NEW NAVAL INSURANCE SCHEME

THE RECENT Admiralty Fleet Order 2791/56 on the subject of life assurance for the Lower Deck, shows once again the keen desire of their Lordships to encourage Naval personnel to look ahead beyond their Service days to the time when they will no longer be in uniform.

Apart from any question, from the national standpoint, of the importance of regular thrift, the transition from Service to civilian life is never easy whenever it takes place. The possession of a nest egg when that time comes may make all the difference between slipping smoothly into a completely new way of life or struggling to get re-orientated in a strange land of civilians. The ability, for example, to invest in a home and a house is a major civilian worry overcome.

It is significant that the Admiralty direct attention to life assurance as a means of providing for the future, for it also provides for the present by securing valuable life cover for dependants. The effort is taken out of saving by arrangement for premiums to be paid by Naval allotment.

In an appendix to the Admiralty Fleet Order the Admiralty name a number of life assurance offices who are prepared to, or who already have, prepared schemes specially for the Royal Navy or Royal Marines. All these offices are eager to do of their best to provide the type of benefits that Naval personnel desire and at reasonable premiums.

From an examination of the literature of one of these offices, the following is an illustration of the kind of benefits which can be obtained.

Endowment Assurance

The policy, which is basically an endowment assurance, provides a cash sum either at the end of a selected period of years or on earlier death, and normally becomes payable, or as they term, matures, between the ages of forty and forty-five, on leaving the Service, and the payment of premiums would then cease.

If, however, the individual leaves before completing time for pension, special arrangements are made for the payment of a lump sum at that time, provided the policy has been in force for a minimum period of years, usually seven.

At the maturity date, i.e., on leaving the Service on pension the policyholder has two courses open to him—he may either take the cash payment or he may use the money to obtain a pension policy which will provide him with a pension for life from the day he reached sixty-five.

This second course of action has several advantages to make it worth considering. In the first place he need not necessarily take a pension at sixty-five, having the option to require a cash payment, equivalent in value to the pension, to be made to him. Needless to say, this cash payment would be considerably larger than that payable under the policy which matured when he was in his forties.

House Purchase

Secondly, as soon as the pension policy is taken, the holder can apply

for a loan to pay the full cost of buying a house costing not more than £4,000 under the company's then current terms. This is considered a very valuable option on discharge from the Service when the provision of a house and home becomes an immediate necessity.

In addition a further loan of not more than five per cent of the original amount borrowed can be obtained to cover the cost of legal expenses, if so desired.

That, in very broad outline, sets out the main provisions of the scheme, and perhaps the best way to sketch in the details is by an example.

Assuming an individual aged twenty next birthday, desired to save a regular sum of money each month, and had completed two years of a nine years engagement, he has twenty years to go if he eventually decides to complete his twenty-two years. He decides to take a policy for a twenty year period so that it will mature at the same time as the completion of the full period of service, when he will be forty next birthday.

In return for this monthly sum, deducted from pay by way of allotment, he will get either a lump sum at the end of twenty years, or if he should die beforehand, his dependants would receive a similar amount.

When he has reached the end of his nine years engagement he will have paid premiums for seven years and if he decides to leave the Navy he can then receive a valuable nest egg by way of a SPECIAL cash surrender value, which could prove very useful indeed.

Suppose that he does, in fact, go on to complete time for pension, then on the twentieth anniversary of taking the policy he would receive a substantial lump sum. If he prefers, he can use this money to buy a new pension policy, which will provide a pension for life starting at age sixty-five. If he should die before he reaches sixty-five, the amount paid for the premium policy, plus interest, would be paid to his dependants.

Having taken the pension policy the company would lend him the full cost (up to £4,000) of buying his own house, plus sufficient to pay the legal expenses, under the then current terms.

If at age forty, in conjunction with an endowment assurance to cover the loan, he has taken advantage of borrowing from the life assurance office, then at age sixty-five he will have:

- A weekly pension for the rest of his life, or, if he prefers, a very substantially increased cash sum.
- A house of his own, free from mortgage, and
- Any cash balance remaining from the endowment assurance after repayment of the mortgage.

The foregoing is only a brief summary of what is being done to meet the special needs of the Royal Navy and Royal Marines. Full details can be obtained from the various companies' literature, or on application to the Navy News office.

"Plane Jane"

THIS IS the forty-seventh year of issue for that distinguished and comprehensive compendium "Jane's All The World's Aircraft"—sister volume to the more familiar "Jane's Fighting Ships." This beautifully produced book (published by Sampson Low, Marston and Co., at £4 4s. 0d.), will become available to all Naval air units as a B.R. but, for any with a searching aeronautical mind coupled with a sufficiently gilded pocket, it will be a valuable source of information and interest.

The editor, Mr. Leonard Bridgman, has again completed his formidable task with great detail and copious fine illustration. He has added much to last year's issue and introduced a new section upon "Guided Missiles"—listing all details as are available from Great Britain, France, Switzerland and America. Naturally these give only a limited and somewhat dated account, nevertheless a valuable introduction to the science and one which has come to stay in this annual. Russia is, understandably, missing from this section, but in the field of helicopters she shows vast progress, especially from her pioneer and leading worker, M.L.Mill.

Goal of Designers

Atomic propulsion is the present goal of designers and manufacturers and it is reported that the U.S. Navy will have at least one such plane

operational in five years' time. Russia, it is known, has advanced in at least one craft, while British efforts in this field are in the capable hands of that great figurehead of British propulsion engineering—Rolls Royce.

The big advances in gas turbine propulsion are plainly evident and Great Britain is well to the fore in this branch of aviation. France too has made great forward strides and the reappearance of Germany in the light aircraft industry revives old memories as we once again read such names as Messerschmitt, Junkers, Heinkel and Focke-Wulf.

America has the largest section—twice that of the United Kingdom—and attempt to convince us that they build "bigger and better" to go "farther and faster"—but I note that they are the only nation still hunting the Colorado beetle in gas-filled air ships. This, of course, is significant!

See page 16
for
Classified
Advertisements

M.B.E. for Royal Marine Captain

WHILE TAKING part in fighting the Paphos Forest fire in Cyprus in June, when a number of British service men lost their lives, Capt. Richard Francis Gerard Meadows of the Royal Marines personally carried a wounded man for a mile through smouldering trees and undergrowth to receive medical attention.

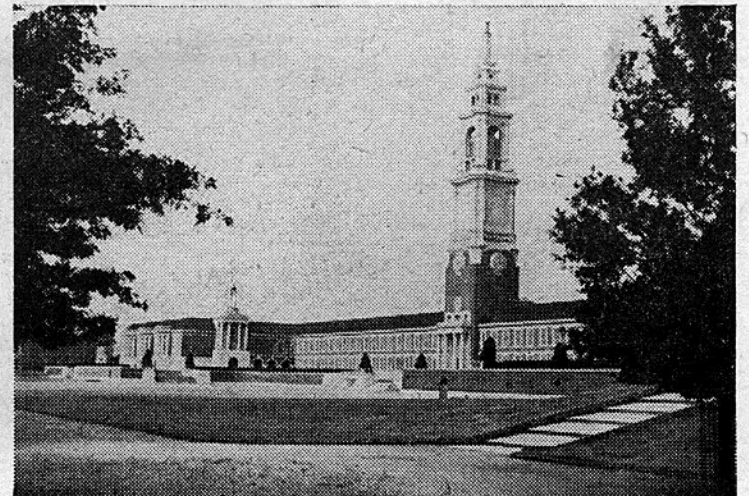
Later, when Capt. Meadows, who was serving with 42 Commando, appreciated that the only withdrawal route was blocked by a burning armoured car, he removed cans of petrol from the back and after beating out some of the flames leapt inside,

released the handbrake and directed his men to push the vehicle clear of the road.

In the *London Gazette*, the award of the M.B.E. (Military Division) to Capt. Meadows "for leadership and courage of a high order" is announced.

While the fire fighting was in progress, the blaze became out of control and Capt. Meadows led the men he was commanding into a place of safety until the flames had passed. Ignoring the heat and burning trees, he started to organise evacuation and in complete disregard for his own safety was instrumental in saving several lives.

Royal Hospital School



Clock tower, class room block and dining hall

THIS SCHOOL, formerly at Greenwich, and since 1933 at Holbrook in Suffolk, is of interest to all in the Service. Many readers of this paper are old boys, some are fathers of boys at present in the school and all who have sons should consider the advantages that education at R.H.S. can provide. Except for a few, all the 660 boys at the school are the sons of officers and men of the Royal Navy or Royal Marines or those who have so served in the past. The remaining few are also the sons of seafarers.

The school came into being as the result of the thoughtfulness and humanity of Queen Mary, the daughter of James II whom she succeeded in 1689. Deeply concerned at the hardships endured by seafaring men and their families and the poverty and neglect of many wounded or retired sailors, she set herself to champion their cause and to rouse the public conscience about the condition of those who had fought and suffered in the service of their country. Accordingly, on October 25, 1694, King William and Queen Mary made a grant of the royal palace at Greenwich—the country home of many former monarchs—for the furtherance of this work. Other and more urgent help was soon being given to sailors and their families by Greenwich Hospital but we are here concerned more especially with the school.

Growth of the School

It was not until 1715 that the school started with ten boys but it then went ahead rapidly and by the middle of last century the number of boys increased to one thousand. It remained at this figure until the school came to Suffolk. Here, in place of the historic but cramped quarters at Greenwich, the boys enjoyed modern buildings and spacious grounds provided by the forethought and generosity of Green-

wich Hospital and the late Gifford Reade, the school's most notable modern benefactor. There is a teaching staff of over thirty and visitors are always impressed, not only by the magnificence of the buildings but also by the very evident enthusiasm and happiness of the boys.

School Age

Boys enter the school between eleven and thirteen (the earlier the better) and the majority leave at fifteen or sixteen but boys who have the necessary ability are encouraged to stay longer for further education. Boys are prepared for all R.N. and R.M. examinations and for the General Certificate Examinations at Ordinary and Advanced levels. About half the boys join the Service, including many as artificer apprentices and a few as cadets at Dartmouth. A few go on to universities to continue their education and the remainder go to a wide variety of work in civilian life. Further details of the school and conditions of entry may be obtained from The Director of Greenwich Hospital, 14 Buckingham Gate, London, S.W.1.

This article has set out to provide background for those who have little knowledge of the school but in future issues we hope to include more news of day-to-day happenings at Holbrook. There is however, one current item to which reference should be made. A memorial to old boys who lost their lives in the two world wars is to be erected in the school chapel and an appeal for funds has recently been launched. If any readers of NAVY NEWS (particularly old boys) would like a copy of the appeal letter, the chaplain of the school will be pleased to send one on receipt of a note of name and address. The fund will close on March 31, 1957, and donations should be sent to the chaplain, Royal Hospital School, Holbrook, Ipswich, Suffolk.

Memorial at Holbrook School

WITH THE approval of the Board of Admiralty it is intended to erect in the Royal Hospital School at Holbrook, Suffolk, a memorial to those who lost their lives in the two world wars and were at one time pupils of the school (including old boys of the Boreman Foundation).

The Royal Hospital School, which forms part of the great Naval charity called Greenwich Hospital, founded by William and Mary in 1694, is a boarding school for sons of officers and men serving or who have served, in the Royal Navy or Royal Marines,

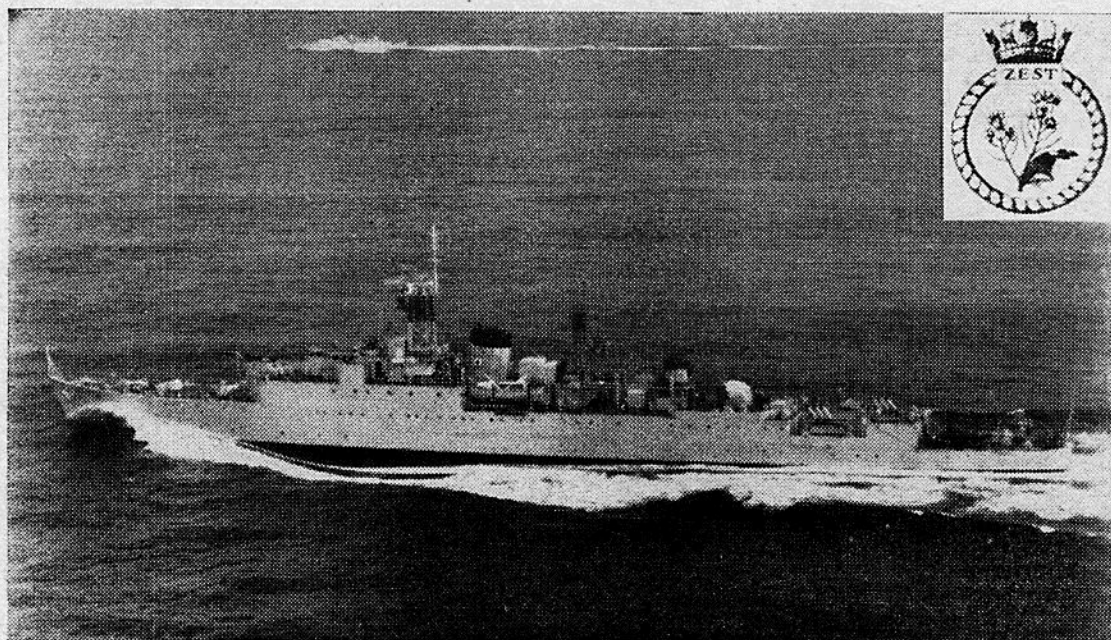
and in some cases, the sons of other seafaring men. It was first housed at Greenwich, being transferred to Holbrook in 1933. The Board of Admiralty are trustees of Greenwich Hospital.

Subscriptions towards the cost of the memorial are invited from all who have passed through the school, whether at Greenwich or at Holbrook, and from relations and friends. It is particularly desired that the list of subscribers should be fully representative, and subscriptions of modest amount will be welcomed.

SHIPS OF THE ROYAL NAVY

No. 16. H.M.S. ZEST

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H.M.S. ZEST (a First Rate Anti-Submarine Frigate) is the ship of the senior officer of the Third Training Squadron which is based on Londonderry, Northern Ireland, and is employed in training British, Commonwealth and N.A.T.O. ships, aircraft and personnel in Anti-Submarine Warfare.

Details of the ship are:—

Length: 360 feet; Beam: 36 feet.

Displacement: 2,300 tons; Maximum speed: over 30 knots.

Her armament includes one twin

four-inch mounting and one twin forty-millimetre mounting in addition to the latest submarine detection equipment and anti-submarine weapons. Her complement is fifteen officers and 180 men.

She was built, as a Fleet destroyer, by Messrs. Thornycroft & Co., at Woolston, Southampton, was launched by Lady Pipon on October 14, 1943, and commissioned for service with the Second Destroyer Flotilla of the Home Fleet on July 10, 1944. She took part in two winter convoys to

Northern Russia and was also engaged in a night action with enemy surface forces off the south of Norway. On the last day of the war she entered the Baltic.

After the war she was employed on training duties at Portland until being paid off into reserve in September, 1952. In 1954 she was taken in hand at H.M. Dockyard, Chatham, for conversion to Anti-Submarine Frigate; this was completed and the ship commissioned for service in the Third Training Squadron in March, 1956.

Sea Cadet Corps News

Navy to Take More N.S. Men
SEA CADETS who are due for call-up in the next few months will rejoice to know that their chances of being able to do their National Service with the Navy are now good.

In the past the Navy could take only a limited number of National Service men and unless a Sea Cadet was rated petty officer or leading seaman his prospects of serving afloat were poor. But now a special requirement for extra ratings in the Navy has arisen and more National Service men can be accepted.

Cadets who have to register soon should therefore be sure to put down the Navy as their first choice. If they have already registered and have been noted provisionally for the Army or the R.A.F., they are advised to apply to their local Ministry of Labour and National Service to have their category changed to that of the Navy.

The Admiralty are always glad to take as many Sea Cadets as they can into the Service because experience

has shown that these lads already have a fair knowledge of Naval routine and are able to race through their new entry training without difficulty. Appreciating that fact, the Admiralty have now decided that Sea Cadets who have been rated petty officer will be excused new entry training altogether when they join the Navy as National Service men.

All they have to do is to take with them a certificate from their commanding officer showing their petty officer rating. That the Navy should have such complete faith in their ability is a tribute, indeed, to the soundness of Sea Cadet Corps training.

By Crutches to the Navy

When Capt. Eric Bush, Secretary to the Sea Cadet Council, attended a combined parade of Ashford and Elham Valley cadets to present unit awards, A.B. R. Farthing, of Ashford, hobbled on crutches to receive his Gunnery Certificate.

Determined to enter the Navy, Farthing had undergone operations to both feet to get rid of flatness. After three years in the unit, he has set his heart on entering either H.M.S. St. Vincent or H.M.S. Ganges next summer.

Sea Cadets Have Radar

Fleetwood Sea Cadet unit are probably the first in the country to have their own radar installed for instructional purposes.

Their headquarters being situated on the promenade, the radar screen shows an unobstructed panoramic view of Morecambe Bay and the buoyed approaches to Fleetwood and other ports. With the unit are two officers with past experience of radar and by using the set they can now track and plot all movements of ships in the bay.

The radar was provided at no cost at all to the unit by local supporters who contributed the apparatus and had it installed.

H.M. SHIPS RECOMMISSION OVERSEAS

THREE H.M. Ships serving overseas recommissioned for further foreign service recently.

New ships' companies were flown to Mombasa from the United Kingdom to replace those officers and men of the ships who had completed their normal period of overseas service.

The ships were H.M.S. Crane, frigate (Capt. B. S. Pemberton, R.N.), recommissioned December 4; H.M.S. Comus, destroyer (Cdr. J. C. Bartosik, D.S.C., R.N.), on December 10, and H.M.S. Cheviot, destroyer (Capt. E. T. Larken, O.B.E., R.N.), on December 11.

On recommissioning the three ships proceed to the Far East.

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Destroyer and Frigate Squadrons return to U.K.

ON COMPLETION of duties in the Mediterranean, ships of the First Destroyer Squadron and the Sixth Frigate Squadron have returned to the United Kingdom.

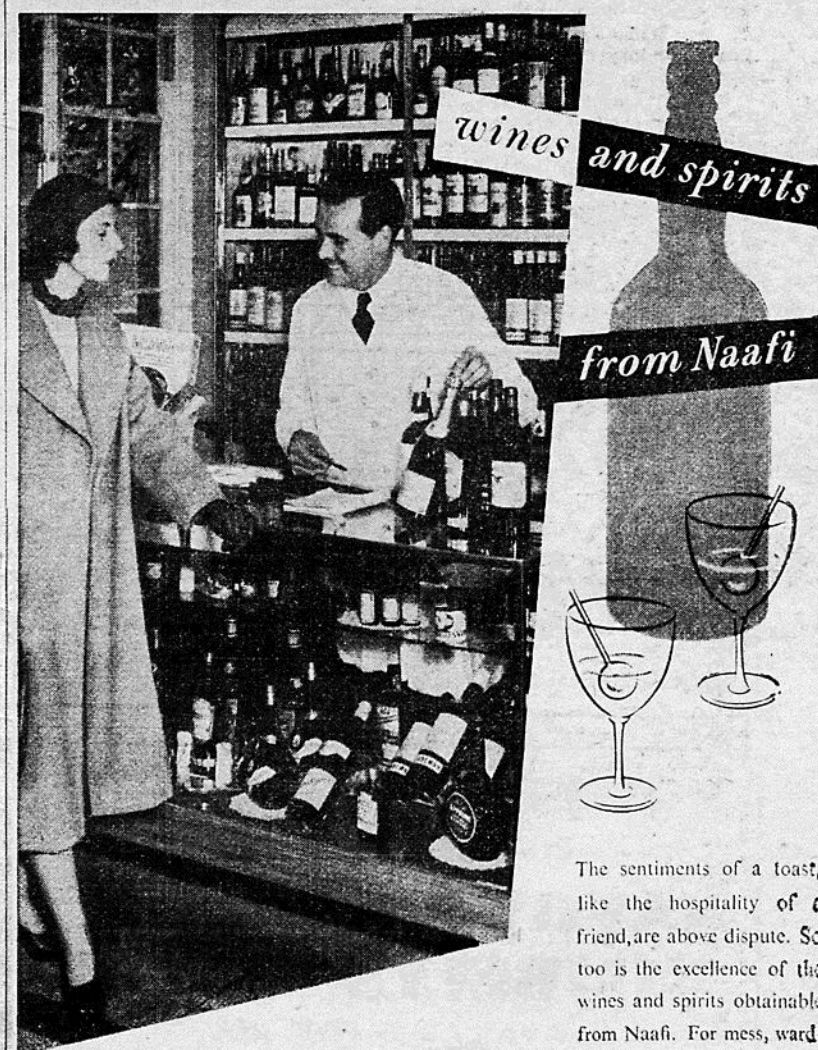
The First Destroyer Squadron consists of H.M. Ships Chaplet (Cdr. M. F. Renshaw, R.N.), Chevron (Cdr. I. F. McLaughlan, D.S.C., R.N.), with the Senior Officer, Capt. A. E. T. Christie, O.B.E., D.S.C., R.N., in Chieftain.

The Sixth Frigate Squadron comprises H.M. Ships Ursa (Cdr. A. M. Power, M.B.E., R.N.), Ulysses (Cdr.

G. H. Peters, R.N.), Urania (Cdr. G. R. Callingham, R.N.), with the Senior Officer, Capt. J. F. D. Bush, D.S.C., R.N., in Undine.

The ships arrived on December 3, Chaplet, Chevron and Undine at Portsmouth, Chieftain and Ursa at Chatham, and Ulysses and Urania at Devonport.

After completing the remaining period of their general service commission with the Home Fleet it is anticipated that the squadrons will return for duty in the Mediterranean in the early summer of 1957.



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SHIPS OF THE ROYAL NAVY

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W.R.N.S. NOTES . . .

PORTSMOUTH COMMAND

THE COMBINED units of H.M.S. Victory, H.M.S. Vernon and R.M. Barracks, Eastney, held a most enjoyable dance in the recreation room at Duchess of Kent Barracks on November 29.

Chief Wren Chisholm (Steward (G.)) was presented with the Long Service and Good Conduct Medal by the Commodore at Divisions on November 30.

A party of ten W.R.N.S. Radar Plot ratings accompanied by Third Officer Hodges spent a very enjoyable day at sea aboard H.M.S. Vigo on November 28. The weather was not very kind and at times reached gale force, but only one member of the party was sea-sick. A photographer of the Associated Press was on board and took many photographs.

Our good wishes go to Wren J. D. Smith of the Service Certificate Office who leaves for Malta at the beginning of January.

Royal Marine Barracks

P.O. Wren Andres has been awarded her marksmanship badge, and Wren M. S. Campbell played for the Portsmouth Command in the Inter-Command Squash Championships at the Royal Naval College, Greenwich.

H.M.S. Mercury

The unit held a Christmas party on December 12, for twenty-six children from St. Edith's Home, Fareham.

Some very good pantomimes have been produced in the Portsmouth Command and the W.R.N.S. were well represented in "Hansel and Gretel" at Royal Naval Barracks, Portsmouth, "Cinderella" at H.M.S. Mercury, and "Sinbad" at H.M.S. Dolphin.

H.M.S. RALEIGH

Personnel

IT WAS with regret that the Wrens of H.M.S. Raleigh said good-bye to First Officer L. U. Sansum. W.R.N.S. First Officer Sansum joined H.M.S. Raleigh in October 1953, and on termination of her appointment on November 2, 1956, retired from the W.R.N.S. after more than fifteen years service.

Our congratulations go to Third Officer S. Harris, W.R.N.S., on winning the mezzo-soprano class of the Plymouth Music Societies Festival.

Pantomime

Many Wrens took part in H.M.S. Raleigh's very successful production of "Babes in the Wood." Particular mention should be made of Third Officer Harris, W.R.N.S., as Robin Hood; Wren Knights as Maid Marian, and Wrens Lewis and Newman as the Babes. P.O. Wren Chapple was the principal of the dancers, who were under the direction of Third Officer Gawan-Taylor, W.R.N.S.

Badminton

Several "Raleigh" Wrens have been combining with the officers from R.N.E.C., Keyham, to form a mixed badminton team which has played a number of enjoyable matches against Plymouth clubs.

The Editor and Staff
Wish All Readers

A

HAPPY NEW YEAR

Friendly Wives

HAVANT BRANCH

ON TUESDAY, December 11, the newly formed Havant Branch of R.N.F.U.S.W. held their meeting with Mrs. C. Chavasse in the chair.

The meeting was opened with Naval prayers said by Canon Duke Baker, Rector of St. Faith's Church, Havant.

Two speakers were welcomed. Mrs. A. D. Orchard, Hon. General Secretary, who gave a talk on her work with the "Friendly Wives."

After the singing of several Christmas carols led by our Vice-Chairman, Mrs. D. Hanton, with Mrs. Oakford at the piano, we then had a very interesting talk and demonstration of Christmas decorations by Mrs. Fowler.

Tea was then served, after which Mrs. Orchard drew the lucky numbers for three raffles, the winners being Mrs. Simmonds, Mrs. Eves and Mrs. Walker.

Our new committee is as follows:—Chairman, Mrs. E. Chavasse; Vice-Chairman, Mrs. D. Hanton; Hon. Secretary, Mrs. Oakford; Treasurer, Mrs. Whiterhall; Mesdames Frenwick, Durrant, Freer and Powell.

Our next meeting will be held in St. Faith's Minor Hall, Havant, on Tuesday, January 15, at 2.15 p.m., and we would welcome new members to our Branch.

NORTH END BRANCH

OUR CHRISTMAS Bazaar was held on Tuesday December 4, at Whale Island. It was opened by Mrs. Twiss, the wife of Capt. F. R. Twiss, Royal Navy, a former commander of H.M.S. Excellent and now captain of R.N.A.S. Bramcote.

It was a great pleasure to many members to meet Mrs. Twiss again, and we were most grateful to her for coming such a long way. A bouquet and some chocolates was presented to her by Elaine Nerman.

The gymnasium looked lovely and we were most grateful to the ship's company of H.M.S. Excellent for their help. The stalls were as follows:—

White Elephant, Mrs. Ucten; Cakes, Mrs. Tearreau; Provisions, Mrs. Williams; Gifts, Mrs. Dimmock; Christmas Decorations, Mrs. Holford.

Mrs. Hasty told fortunes, and this was again very popular.

The raffles were:—

Chicken, won by Mrs. Allen; Cake, won by Mrs. Carement; Bedjacket, won by Mrs. Wilson; Blanket (made from squares), won by Mrs. Marchment; Basket of fruit, won by Mrs. Robertson; Wine, won by Mrs. Smith.

Mrs. Smith also guessed the doll's name which was "Belinda." Over £50 was raised.

On Tuesday, December 11, some members went by coach to London for Christmas shopping and to "Rocking the Town" at the Palladium. The outing was arranged by Mrs. Tearreau and was a great success.

The Childrens' Party is on Tuesday, January 8. A very happy New Year to all our members.

VERNON BRANCH

H.M.S. VERNON BRANCH held their Annual Christmas Children's Party in the Wardroom Annexe on Wednesday, December 12, at 2.15 p.m. Fifty-two children were entertained, including ten child guests from Services House.

On arrival each child was given a paper hat which promoted the party spirit and ensured that the games which followed were played with enthusiasm, especially a version of

Out of Uniform



HIGH AND HANDSOME

This turban with the fashionable "high" look was designed by Madge Chard, but the nimble-fingered could copy it, using the same material—a gay paisley patterned Osman Challisse. You would need only a yard of the fabric (a 50-50 merino wool and Egyptian cotton mixture) costing about 10s. 6d.

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National Savings

If I am serving in one of H.M. Ships would this address be acceptable on a form of application for Premium Savings Bonds?

Other than in exceptional circumstances NO.

Bonds are sent from the Premium Savings Bond Office to the address you give on the application form and notification of prizes is also made to this address. Obviously a permanent home address in the United Kingdom should be given whenever possible.

How should I notify my change of address?

This should, of course, only apply in the case of a change of a reasonably permanent nature. The holder should quote his name in full and present address together with the number of the bonds held by him, in a letter written to the Premium Savings Bond Office, Lytham St. Annes, Lancs.

"Oranges and Lemons" which terminated with a real tug-of-war. The tea committee, under Mrs. Bird, again made a very excellent job of serving tea, including ice-cream, to the children in the billiards room and to the mothers and friends in the guest room.

Farewell to Mrs. Grant

This was the last meeting that Mrs. Grant was attending as chairman so, after tea, everyone assembled in the main hall where Mrs. Williamson Jones thanked Mrs. Grant on behalf of the members for her splendid work for the branch.

Judith Riley, daughter of C.P.O. and Mrs. Riley then presented Mrs. Grant with a set of luncheon mats on behalf of the branch and a colourful spray of anemones from herself. A second presentation, a tray cloth given by Mrs. Walmsley on behalf of the sewing class, was made by Elaine Vicary, daughter of Lieut.-Cdr. and Mrs. K. Vicary.

Mrs. Grant thanked the members and assured them that she had enjoyed her time in "Vernon" and would always have the interests of the branch at heart.

Then followed a programme of three films, two cartoons and an animal film, very kindly shown by Mr. Coombes. The children thoroughly enjoyed these and when "Father Christmas" arrived with his sack each received a small present, with balloons and oranges for good measure, and went home after what had been obviously a most entertaining afternoon.

Future Programme

General meetings in 1957 will normally be held on the first Wednesday of each month and sewing meet-

ings on the second and fourth Wednesdays. As before all meetings will be in the wardroom annexe.

In January, however, for various reasons, including the leave period, it will be impossible to hold the first general meeting, a beetle drive, before Wednesday, January 23, when it is hoped that as many members as possible will attend to welcome our new chairman, Mrs. Blundell.

The new programme cards are now ready and will be sent to members as soon as possible. In case of any mistake will any member who has not received her card by the January meeting please notify the hon. secretary, Mrs. L. G. Brooks, 7 Hereford Court, Hereford Road, Southsea (telephone: Portsmouth 5652).

Membership

All wives, whose husbands have spent any time in H.M.S. Vernon and who are still serving in the Navy, are eligible for membership of our branch and will be very welcome at any meeting.

GOSPORT AND FAREHAM BRANCH

OUR ANNUAL jumble sale was held on November 1, and proved to be a great success. On December 6 we held a session of tombola; this was arranged by two petty officers from H.M.S. Collingwood who made it a lively and a very enjoyable afternoon.

Our meetings are held on the first Thursday of every month in the Sloane-Stanley Hall, Gosport, where wives of serving and retired men will be very welcome.

Forthcoming Events

January 3: Concert to be given by the Brockhurst and Hardway Town Women's Guild.
January 18: The winter dance.

Queen's Colour Laid up at Hamilton

SHORTLY BEFORE the broad pendant of Commodore G. E. Hunt, D.S.O. and Bar, D.S.C. and Bar, was hoisted in H.M.S. Bigbury Bay as Senior Naval Officer, West Indies, news was received that Her Majesty The Queen had been graciously pleased to give her consent to the laying up of the Queen's Colour in the Flagship of the Commander-in-Chief, America and West Indies Station, in the Cathedral of the Most Holy Trinity at Hamilton, Bermuda. The laying-up of the Colour follows a re-arrangement of station areas in the South Atlantic whereby part of the old America and West Indies Station has been absorbed by the

South Atlantic Station, Vice-Admiral W. G. A. Robson, C.B., D.S.O. and Bar, D.S.C., now commanding what is known as the South America and South Atlantic Station, and Commodore Hunt commanding a reduced area in the region of the West Indies, as Senior Naval Officer.

Vice-Admiral Sir John Eaton, K.B.E., C.B.E., D.S.O., struck his flag as Commander-in-Chief, America and West Indies, on October 30, when Commodore Hunt hoisted his broad pendant, but Admiral Eaton continues to be Deputy Supreme Allied Commander Atlantic and his duties in this respect are now full time. He is based at Norfolk, Virginia.

Have YOU a personal problem . . ?

ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

Commutation of Pension

CAN YOU please tell me how much I can commute my pension for? What I can commute it for? (Business house, etc.) Two years' Leading time; seventeen years' P.O.'s time.

Are there any other systems of getting pensions in lump sums, such as mortgaging. Also can you give me any information on the Greenwich pension?

Answer: In reply to your queries about commutation of pensions, the regulations regarding commutations state that the Admiralty may allow a pensioner to commute part of his pension if he can show that it would be to his distinct and permanent advantage. In your case, if approved, pensions in excess of 20s. a day could be commuted.

The following figures are very approximate, based on the information given and assuming you to be about forty years of age. Pension rate 55s. a week. Amount allowed to commute £106 10s. a year. Amount received approximately £1,500. The commutation rates are being revised and my estimate of the sum you would receive is probably optimistic.

I know of no other reputable system of getting a lump sum in lieu of your pension.

Details of the Greenwich Hospital pension—for discharged seamen who are permanently or temporarily unable to maintain themselves—are contained in Section VII of the regulations for pensions to ratings in the "Appendix to the Navy List" which you should be able to see in your ship's office.

Uniforms

I WOULD like to suggest that an article concerning Uniform Regulations be included in the December number of the NAVY NEWS.

This article would answer the questions which many ratings are asking among themselves and would be pleased to know the answers.

1. The questions are: When will the new style zip jumper and new style trousers be officially recognised as part of the kit?

2. When will every man have to wear the new style jumper and trousers and not the old style?

3. How long has the ratings got in which to wear the old style suit out

and to change his suits to the new style?

What is the actual date of the compulsory change over?

4. What is the actual date of the change over when every rating must wear or have in his kit the new pattern double-breasted raincoat fitted with a half-belt?

5. At present it is optional to wear or have in one's kit, the new pattern double-breasted raincoat with the half-belt; or else the old pattern single-breasted raincoat with a full belt.

Answer: In reply to your letter of November 11, I think a reply to the specific points you raise will probably be of more value than a general article which might not include all the detail required.

The new pattern Class I uniform is officially recognised and is being issued to new entries as stocks allow.

Serving ratings are allowed to continue to wear old pattern Class II uniforms at present included in their kits until they require replacement. Coat style jumpers in ordinary serge and white drill are available from "slops." The old style trousers will continue to be supplied until stocks are exhausted. Made-to-measure Class II uniforms (new style) in worsted serge are available under contract from "slops," price £6 1s. 0d.

Ratings may provide themselves with a No. 1 dress suit in worsted material in lieu of an ordinary serge suit as soon as they wish. There is no compulsory date laid down.

New entries dressed as seamen have been issued with raincoats and detachable linings since January 1, 1955. Men dressed as seamen with more than six months to serve on that date were authorised to provide themselves with a raincoat when the oilskin coat in their kit required replacement, or by April 1, 1957, whichever is the earlier. When certified by their divisional officer or commanding officer to be in possession of a raincoat of uniform pattern in satisfactory condition, they will be paid a gratuity of £2, representing the difference between the cost of a raincoat and an oilskin coat at Fleet issuing prices. The old type raincoat, with or without detachable linings, may still be worn if desired.

I hope this gives you the information you require.

Funeral of Royal Marines at Haslar

THE FUNERAL of six Royal Marine Commandos, two officers and four other ranks, killed in action in the Port Said landing, took place with full military honours at the Royal Naval Cemetery at Haslar, Gosport, on Monday, December 17.

They are Lieut. E. A. Upton (Burton-on-Trent), Lieut. G. W. McCarthy (Bodenham, near Salisbury) and Mne. Lorin Dudhill (Wingate, Co. Durham) of 40 Commando, and Sgt. D. H. A. Dennis (Plymouth), Mne. B. J. Price (Rumney, Cardiff) and Mne. B. J. Price (Rumney, Cardiff) Mne. B. J. Short (Parkstone, Dorset) of 42 Commando.

The Commander-in-Chief, Portsmouth (Admiral of the Fleet, Sir George E. Creasy, G.C.B., C.B.E., D.S.O. M.V.O.) was represented, while a special guard provided by the Royal Navy was paraded.

Military honours were carried out by the bands of the Portsmouth Group Royal Marines, the Commander-in-Chief Portsmouth and the Commander-in-Chief Home Fleet. The armed escort, bearers and firing party were provided by Eastney Barracks.

The funerals of Mne. R. J. Fudge (Kingswood, Bristol), Mne. C. E. Goodfellow (Kingstanding, Birmingham) and Mne. D. Howard (Kings Lynn), whose bodies have also been brought back to this country, took place privately near their homes.

Reserve Fleet Changes

H.M.S. VANGUARD, now at Portsmouth, became flagship of the Flag Officer Commanding Reserve Fleet (Vice-Admiral R. G. Onslow, C.B., D.S.O. and three Bars) at the end of November. Admiral Onslow's flag was hoisted on board on November 28 and from that day the Vanguard has accommodated the Flag Officer and his staff and also the Senior Officer Reserve Fleet, Portsmouth (Capt. A. G. Poe, D.S.C., R.N.) and his staff.

The use of the Vanguard as an accommodation ship keeps her in a high category of readiness; it also results in an economy of manpower in the Reserve Fleet.

The two cruisers Cleopatra and Dido, which had been used as accommodation ships by the Flag Officer Commanding Reserve Fleet, and the cruiser Liverpool and radar training ship Boxer, which had been used to accommodate the Senior Officer Reserve Fleet, Portsmouth, and his staff, will not now be living ships.

Married Quarters

CHRISTMAS AND the New Year always provide a good opportunity for reviewing the progress that has been made during the preceding year and assessing, so far as possible, the prospects for the coming year. It is also three years since the Admiralty launched the scheme of quarters in the home ports and somewhat of an epoch in that the maximum time that anyone can have in a quarter at one stretch is for the time being limited to three years.

It is interesting to find that by the end of January some thirty of the original tenants will have completed their three years and there will be a number in each succeeding month. They will have to give way to others on the grounds of fair shares for all because we have not yet got nearly enough quarters to go round. The average length of tenancy has of course been a good deal shorter than three years but this has been partly due to the fact that many have chosen to leave voluntarily when drafted to overseas service and for other reasons.

Splendid Performance

The first two and a half years was spent in selecting sites, designing houses and the layouts of the sites, all of which had to be approved by the local authority, the Commander-in-Chief, the Admiralty and the Treasury, then arranging for contracts and getting the builders to work. At the same time hirings were being obtained, first of all on an establishment and ship basis and, later, when a set of rules had been worked out, on a centralised basis which gave everyone the same chance wherever he was serving in the port or based on the port. By May, 1956, we had about 700 hirings, twenty officers' new quarters and 100 ratings' new quarters. By the end of the year we had over a hundred new officers' quarters and 400 new ratings' quarters, all furnished and occupied, and had made a further increase in the number of hirings. An average of fifty-five new quarters a month is good going over the period of seven months.

Looking carefully into the crystal ball it seems that it should be possible to maintain this same satisfactory average of new quarters occupied during 1957. There is likely to be a short period during the latter part of January and possibly the beginning of February when no new houses will be coming forward but, after that, new estates will provide a steady stream of new quarters. The character of the quarters will also change. Up to the present all the new ratings' quarters have been houses with three bedrooms. Next year, although there will be a number of this type, the emphasis will be on two-bedroomed flats of several designs. As a result of experience with the earlier designs, the houses will also be more attractive in appearance and improvements will have been made in interior design. Prospects for permanent quarters for 1957 are, in fact, excellent both for numbers and quality, but no material increase in total hirings should be expected as suitable places are becoming harder to find every day. Progress with new quarters should not be much affected

New Hope

When the rosters were centralised in April, 1955, it was found that there were still men who had applied for quarters at the very beginning of the scheme sixteen months earlier. This was somewhat disheartening but the waiting time has been gradually cut until it is now about six months for petty officers and junior ratings, and under two months for chief petty officers. This has been achieved in spite of increased numbers of applications and, because the waiting time is shorter, an increased proportion of the men coming to the top of the roster have been eligible to enter quarters. It is impossible to forecast whether the waiting time can be further reduced. It will admittedly be possible to house more men each month in 1957 than in 1956 for, not only is there likely to be a comparable number of new quarters, but there will be more quarters vacated and needing new tenants. All will depend on the number of new applications received. These have been on the increase for some months but there is hope in that in November there was a substantial fall in the total numbers on the rosters for the first time for many months.

Nineteen-hundred and fifty-seven will also bring some modification of the rules to fit in with the new system of centralised drafting. It may also be possible to incorporate changes to reduce inequalities which have become apparent in the last eighteen months.

Other Factors

The statistics for December will not make such good reading as those for November. This will be due in part to the long public holiday over Christmas which, in effect, takes a week off the working month and to the fact that it is always more difficult to house people during a leave period when so many are away from the port. There have also been other factors such as fixing up Maidstone on her transfer from Portland to Portsmouth and the return of the first ships from the Suez operations.

To those already in married quarters, a merry Christmas and a very happy 1957 spent with your families. May I also remind you that now is the time to dig your gardens to let the frost get at the soil. To those on the waiting list, a comfortable quarter at the earliest opportunity and a good time with your family for the rest of the year.

Aircraft Carrier for the Brazilian Navy

IT WAS announced by the Admiralty on Friday evening, December 14, that negotiations for the purchase of the aircraft carrier Vengeance by the Brazilian Government had been successfully completed.

The ship, after modernisation, will be commissioned in the Brazilian fleet in the name N. Ae.L. Minas Gerais.

Motoring Notes . . .

AS A result of the announcement of fuel rationing my report on the Motor-Cycle Show was omitted from last month's issue in favour of advice on stretching the petrol ration. Since then there has been a considerable rush to buy motor scooters of various types so that a few notes still seem to be indicated.

The main theme at this year's show was directed at meeting the continental challenge in the sphere of two stroke motor-cycles, motor-scooters and three-wheeler cars.

Scooters and Two-Stroke

So far as the two-stroke machines are concerned the main emphasis was upon the new A.M.C. 250 c.c. two stroke engine for which great things are promised. This engine will be found in several machines; notably the Francis Barnett Cruiser 80.

Among the scooters, of which there are now over 150,000 on the roads in U.K. the continental models still reign supreme. Some English manufacturers have endeavoured to meet the challenge with machines such as the Cyclemaster Piatti which is reputed to be selling well. Speaking generally, however, one feels that the British motor-cycle industry is not trying very hard in this particular market.

Three Wheelers

The three-wheeler section of the show was extremely interesting and here Britain is certainly producing machines as good as, if not better than continental manufacturers. Among others, the Bond Minicar, Reliant, Gordon and Powerplus were the most interesting. The Bond and Reliant are of course, already well known and both adopt the single wheel in front as pioneered by Raleigh before the war. A report on the Bond was included in the October notes for

those who are interested. The Gordon is also of the same type with one wheel in front but its engine is mounted on the offside and drives to the rear wheels by chain.

The Powerplus is a comparative newcomer and is a very good looking car indeed. It follows the Morgan in having two wheels in front with its single driving wheel at the rear. Unlike the Morgan, however, the engine which is a 322 c.c. Anzani twin two-stroke is mounted at the rear.

Prices of these machines including Purchase Tax are as follows:—

Bond Minicar: £278 13s. 2d. to £339 10s. 6d.

Gordon: £301 2s. 9d. to £315 5s. 4d.

Power drive: £426 7s. 0d.

Reliant: £420 13s. 6d. to £511 7s. 0d.

These three-wheelers are not to be sneered at. Their performance and weather protection is adequate whilst the annual Road Fund licence is only £5. Petrol consumption is always better than fifty m.p.g. and may be as good as eighty m.p.g. which with the present high price of petrol is a considerable factor to most motorists. The petrol ration is the same as an eight h.p. car

Fog Driving

A recent experience on a twenty mile journey on a cold, damp and foggy evening demonstrates all too well how quickly inexperience comes to light when driving conditions are at all difficult.

The conditions were such that with good headlights and an efficient windscreen wiper one could drive most of the time at forty to forty-five m.p.h. with occasional reductions to about thirty m.p.h. in the thicker patches of fog. Shortly after commencing my journey down the main road from Petersfield to Portsmouth I overtook a small convoy of some four or five cars travelling at twenty m.p.h.

Because of their repeated winking of brake lights I dropped behind them thinking that some obstruction was making it dangerous to pass. Eventually I realised that such was not the case and I passed them without difficulty but at the same time cast an eye at them to see the cause of the hold-up. The answer was quite simple. Not one of the drivers was using the windscreen wipers and all appeared to have their screens and windows misted up internally and externally, in other words they were all driving in their own "built-in" fog.

This episode by itself would not have been remarkable but in the next thirty minutes of my drive it was repeated no less than five times. In other words on that eighteen miles stretch of road I overtook some twenty-five motorists all grimly peering out into the muck and all no doubt quite convinced that conditions were dreadful when actually the difficulties were of their own making.

A hint then about fog driving. Firstly see that your headlights are properly set so as to illuminate the road, and for owners of older cars I suggest you have your headlamp reflectors replated. Cost of this is about 7s. 6d. per lamp. Secondly see that your windscreen is clear and don't hesitate to use the screen wiper. If the screen becomes smeary you need new wiper blades which are quite cheap. Thirdly carry a chamois leather in the dash pocket and keep the inside of the screen clear, or failing this wipe the screen with the back of your gloves.

To sum up, give yourself maximum visibility and maximum light and if your screen mists up internally open a window. It is quite elementary really but it is these minor details which brand one as inexperienced or otherwise.

A. E. Marsh.

HERALDRY IN THE ROYAL NAVY

CRESTS AND BADGES OF H.M. SHIPS

by Alfred E. Weightman

WITH A FOREWORD BY

Lieut.-Commander P.K. Kemp, F.R.Hist.S., R.N. (Retd.)

The Admiralty Archivist

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TRAMPS ABROAD

George R. Deakins



NARVIK 10 April 1940

I AM wondering as I write, whether my broad beans, which are already showing above the wet earth, will still be living when this article is published in the January issue.

At the time of writing, raincoats have been more in demand than greatcoats and my mind shiveringly returns to the days of Northern Patrol sixteen years ago.

The director tower of H.M.S. Effingham must have been a "vintage Mark 1 minus 2 stars" consisting of a cylinder of $\frac{1}{4}$ inch plate with just sufficient space to sit a crew of four, and with a mass of instruments designed to dig and prod into the most tender parts of one's anatomy irrespective of one's position in aforementioned cylinder.

A five pounds hammer was necessary to assist the opening of the sliding curved door (plus chisel for de-icing) and before entering one had to haul out the semi-unconscious occupants and promote circulation by artificial respiration in order that they could proceed off watch down the iron rungs of a vertical ladder to the bridge.

I can assure my readers that every minute of that cramped existence was a four-hour watch.

Clad in home-made fearnought trousers and as many articles of clothing that it was possible to wear (without preventing actual breathing) we four mortals would sit like statues estimating the number of minutes it would be necessary for us to inhabit such a cold hell if the war should last another year, and how optimistic we were!

"Director... Bridge," "Bridge... Director," "Please sir (cough) we can't breathe (cough) funnel smoke (cough)," "Then put on your ruddy respirators."

And so those early days dragged on.

No medals were struck for the Norwegian campaign, I often wonder why not. Sicily, Salerno and Normandy were picnics compared to it.

The treacherous rocks of a Norwegian fiord cut the bottom out of Effingham like a tin opener whilst ferrying a thousand soldiers and winter equipment, and my last recollection of her was as I stood on the forecabin with thirty odd sailors preparing to abandon ship.

Our cigarettes and matches had been stuffed into the spare seaplane float dragged forward from its stowage beneath the bridge, and the circular watertight cap had been screwed well and truly home. I had already chosen the most comfortable looking chunk of rock to which we should swim and await rescue, when a destroyer drew up alongside. The Effingham's upper deck was already at water level and the destroyer's deck seemed to tower above.

"Abandon Ship" came the order from the bridge. Could we find a screwdriver for the cap of the seaplane float? We kicked and cursed but the cap remained obstinately immovable.

The Effingham was still afloat as we lost sight of her around a headland. She was eventually sunk, I believe, by torpedoes, and what a wonderful surprise for some poor Norwegian fishman to awake one morning and find such a store of tobacco, so snug and fresh, on the front doorstep of his wave lapped cottage; we, smokeless, proceeded to Harstad.

Norway was invaded by German sea and air forces without warning or preceding conflict, on the night of April 8-9, 1940... And a thousand years previously the Vikings of Norway had invaded and settled the Orkney, Shetland and Faroe Islands, and finally from the close of the 9th century even Iceland. They participated in founding Norse colonies in the Hebrides, Ireland, Northern Scotland, Northern England and in Normandy. During the British campaign in Norway, Narvik is the most outstanding name and is known to every schoolboy for the scene of the two sea battles fought there.

The first was on April 10, 1940, when a British destroyer flotilla fought a fierce battle against a superior force of German destroyers. Two of our ships were lost and a number of German merchant ships were destroyed. Two German destroyers were damaged.

The second battle took place shortly afterwards, on April 13, when a destroyer flotilla supported by the Warspite annihilated a fleet of seven enemy destroyers.

Narvik in northern Norway is an important ore shipping centre.

(Continued bottom column 3)

LOTTERIES

IN THIS season of festivity and goodwill you will undoubtedly be approached by a friend or acquaintance with the request to buy a ticket in a draw, or perhaps you intend to promote a sweepstake yourself on behalf of some deserving cause. Have you ever stopped to consider whether your activities are within the law?

May I draw your attention to the Betting and Lotteries Act and the Small Lotteries and Gaming Act. You may think these things don't concern you but, in fact, without the provisions of these acts you would not be allowed to run a lottery or sweepstake under any circumstances, for fundamentally, all lotteries are illegal. The moral aspect of lotteries and games of chance generally is one about which there has been, and will be, much argument, and our legislators have tended to reflect the feeling of moralists in these matters according to the times in which they lived. The guiding principle has always been that any practice that may have a tendency to injure public morals is unlawful. In the present century the two Acts of Parliament referred to above, passed in 1934 and 1956, have relaxed the restrictions on lotteries to some extent, although you must still tread warily to keep within the narrow bounds of the freedom allowed.

Permissible

One of the commonest lotteries is that which is known as an incidental lottery, that is, one incidental to an entertainment such as a bazaar or fête. This is permissible provided that the proceeds are devoted to purposes other than private gain, but of course you are allowed to deduct reasonable expenses. You may not give money prizes and all the tickets must be sold and the draw made during the entertainment.

People living or working in the same place or belonging to a club or institution may promote what is known as a private lottery if they obey the rules laid down. These include the following: all the proceeds after deducting expenses shall be devoted to the provision of prizes or to the purposes of

the society, and there shall be no advertisement of the lottery except on the premises of the society. The tickets must all be of the same value, shall have the names and addresses of the promoters printed thereon, together with a statement to whom the sale of tickets is restricted, and that no prize will be delivered to any person other than the holder of the winning ticket. You may not send the ticket through the post and it is of course illegal to send money out of Great Britain in connection with a lottery promoted abroad. In an unlawful lottery the promoters, the printers and distributors of the tickets are all liable to prosecution.

More Permitted

The recent enactment, the Small Lotteries and Gaming Act, 1956, has opened the door a little wider, and certain other lotteries are now permitted provided they are not promoted for purposes of private gain. Under this act you may promote a lottery for charitable, sporting or cultural activities, but you must register your society or club with the local authority, paying an annual fee of £1. You are then free to promote a lottery for the purposes of the society, but there are thirteen further rules that must be obeyed. These restrict the size of the prizes, the amount that may be deducted for expenses, the price of the ticket and what shall be printed on the ticket etc., and in addition you are required to submit a return to the local authority of how you spent the proceeds not later than three months after the draw.

Finally, Section 4 of this enactment makes small gaming parties legal, but again with strict rules to prevent commercial exploitation. This is good news for tombola addicts, but anyone wishing to promote a lottery or have a tombola party would be well advised to consult these two Acts of Parliament before making the venture, for the path is full of pitfalls. In any case, none of these things is lawful in a public house, and playing shove-halfpenny for pints is a deadly sin.

New Messing Arrangements in the Royal Navy

A RECENT Admiralty Fleet Order indicates a change in policy affecting the messing arrangements of senior ratings of the Royal Navy.

Hitherto chief petty officers and petty officers have been accommodated in separate messes by their branch or category. Changes in ships' equipment to meet modern practice have brought personnel changes that increase some categories and branches of senior ratings and reduce others, resulting in the complement of messes not matching the numbers for which they were designed.

In future the segregation of branch and category will begin to give way to a system whereby C.P.O.s. and P.O.s. messes will be based on an optimum membership of forty men. This is possible in large ships; in small ships figures of twenty or less will obtain. The allocation of men to messes will be at the discretion of the commanding officer.

The elimination of smaller messes is expected to bring improvements in layout and facilitate catering arrangements. The mixing of men of different branches will tend to promote mutual interest and co-operation in their respective duties and the feeling of being "all of one company."

The design and construction of new Naval vessels will fully implement the larger mess policy: ships at present in service will have to adapt their accommodation so far as practicable to conform with the new system.

(Continued from column 2)

Sheltered by the Lofoten Islands, the harbour is open the year round, ore being brought by railway from Gällivara in Sweden.

My last sight of Narvik was a forest of masts and funnels from sunken ships, all reflected in the still surface of the harbour, whilst reddish grey palls of smoke drifted upwards, blotting the clear cut icy contours of the mountains beyond.

Norway has produced countless great names, but none more famous in history than Roald Amundsen (I ate a lunch of corned beef sandwiches in the company of his statue at Tromsø), that great Polar explorer who reached the South Pole on December 17, 1911, just one month before our own great Capt. Robert Falcon Scott, Royal Navy.

I hope some day to tramp abroad in a peaceful Norway. So many things will have changed since those bomb and shell-stricken days of the 1940s. I long again to see the brightness of the rays from the Aurora Borealis, green—sometimes a violet, a purple or a rose colour giving the whole a variegated and brilliant effect.

In peace or in war, nature goes on practically undisturbed, and I conclude this article with a short prayer for a mild winter and a bumper crop of broad beans in the spring.

Persian Gulf Frigates Aid Distressed Tankers

TWICE in less than 24 hours, H.M.S. Loch Killisport (Commander G. C. Hathway, R.N.), frigate of the Royal Navy's Persian Gulf Squadron based on Bahrain, has towed to safety loaded tankers aground in bad weather off the Saudi Arabian coast.

The first was the United States ship Olympic Games. She was located six hours after the Loch Killisport sailed to her assistance from Bahrain and refloated 12 hours later.

While the frigate's boarding party and gear were still on board the Olympic Games, a distress call was received from the British tanker Athel Monarch, aground 24 miles to the east. The Loch Killisport sighted her shortly after sunset and a tow line was passed, but operations were hampered by the rising wind, darkness and proximity of unmarked coral reefs. She was finally towed clear the following morning.

H.M.S. Loch Insh (Commander T. E. Fanshawe, D.S.C., R.N.), another Persian Gulf frigate, went to the help of the Norwegian tanker Havkong, disabled with engine defects off the Persian coast. She was drifting towards the treacherous coast when the Loch Insh took her into tow on October 10.

(Continued bottom column 5)

HELICOPTER IN ANTARCTIC RESCUE

THE FIRST detailed report of the dramatic rescue by a hovering helicopter of the Fleet Air Arm of two men and nine husky dogs of the Falkland Islands Dependencies Survey marooned by breaking pack ice on an Antarctic island has been received at Admiralty from H.M.S. Protector, the ship from which the aircraft was operating.

The men and dogs from Base W. on Detaile Island became cut off on Charles Roux Island by the unexpectedly early break up of the ice. Although only five miles from the base, their return by either sledge or boat was impossible and a helicopter offered their only means of making their return.

H.M.S. Protector, a net layer, was accordingly ordered to the area and arrived off Adelaide Island on the evening of November 9. The report received from her Commanding Officer (Capt. J. V. Wilkinson, D.S.O., G.M., R.N.), goes on to state:

"Poor weather prevented any flying operations that evening, but after a light fall of snow conditions improved during the night and allowed the first aircraft to take off at 6.15 a.m. Good voice communication was maintained with the aircraft, which crossed the Sillard Islands, passed to the north of Liard Island and reported Charles Roux Island in sight about twenty-five minutes after take off.

"By 6.45 a.m., the helicopter was over the island and some dark specks, sighted low down on the eastern ice edge, proved to be the marooned party. The camp was situated on a sloping ice and snow covered tongue projecting from the cliff and about ten feet above the surrounding pack ice."

A two-way radio link was established with the camp by lowering a small transmitter-receiver and a landing approach was made on the upper part of the tongue. Closer inspection, however, revealed a fifteen degree slope and the helicopter was compelled to hover with its nose wheels just in the snow. The report continues:

"One of the two men climbed into the helicopter and one dog was loaded to test its reaction to flying. The aircraft then flew to Base W. where again it proved impossible to land owing to soft snow and the two passengers had to jump out from the hovering position.

"Fuel by this time was beginning to run low and the aircraft returned to the ship. Much experience had been gained on this first sortie and after refuelling and a change of pilot, but with the same observer, the aircraft took off again. It was established that a handler would always be required when the huskies were carried so a call was made at Base W. to pick up one en route to Roux Island.

"A second helicopter on which maintenance personnel had been working all through the night became serviceable at 9.30 a.m. and was brought into operation without delay. The rescue continued throughout the forenoon with two or three huskies and one man being carried each lift. Concurrently, two relief personnel were flown into Base W. with all their gear and two men were flown back to the ship. Perhaps most important was the three hundred pounds of mail which was also delivered—the first to be received by the base since last January.

"The whole operation was completed by 1.00 p.m. and involved a total of seven hours fifty minutes' flying by the two helicopters. The aircrew reported no particular discomfort apart from literal cold feet, in spite of temperatures in the region of minus ten degrees Centigrade and no cockpit heating."

In Memoriam

P.O. Amos Seaman, P/JX 801024, died on December 10, 1956, H.M.S. Barrosa.

(Continued from column 4)

Because of bad weather, the tow had to be abandoned, and the Loch Insh remained in the vicinity for two days while the Havkong anchored. The tow was again passed when the weather moderated, and both ships have now arrived at Bahrain.

Old & Very Strong Ale



BRICKWOODS

Royal Sailors' Home Club



The Royal Sailors' Home Club

ON MONDAY, December 17, 1956, the Commander-in-Chief, Portsmouth, Admiral of the Fleet, Sir George E. Cressy, opened the new extension of the Royal Sailors' Home Club.

It will be remembered that the old building was completely destroyed by enemy action in 1941 and that the first part of the new building was opened on March 4, 1952.

The completion of the building was made possible by the generous gifts of £70,000 as follows:—

£10,000 from the Admiralty—From Prize Fund surplus.

£40,000 from the R.N.B.T.

£20,000 from King George's Fund for Sailors (R.N.B.T. from a Minor Trust).

Opening Ceremony

At the opening ceremony Commodore J. Y. Thompson, Commodore of the Royal Naval Barracks, Portsmouth and chairman of the management committee paid tribute to the Commander-in-Chief for his continued interest and his strenuous efforts in helping to get the club completed. In his reply the Commander-in-Chief expressed thanks to the Royal Naval Benevolent Trust and the King George's Fund and welcomed Admiral of the Fleet, Sir Algernon U. Willis, president of the R.N.T.B. He expressed his appreciation of the speed with which the contractors had completed the new extension and thanked the management committee for their hard work on behalf of the club.

The Commander-in-Chief then inspected the new cabins and afterwards joined the guests in the lounge bar.

Administration

The Royal Sailors' Home Club was established in 1851 as a Charitable Institute for the benefit of the Royal Navy and Mercantile Marine.

The club is now the exclusive property of the ratings of the Royal Navy, W.R.N.S. and the ranks of the Royal Marines. It is administered by a committee of officers and ratings. Her Majesty The Queen is Patron of the club and the Commander-in-Chief, Portsmouth, is the president. The Chairman of the management committee is the Commodore, R.N. Barracks, Portsmouth.

The club is supported by its trading balance, annual subscriptions from ships and establishments and by voluntary contributions. It is emphasised that the club is dependent upon the support of its members and it is urged that the club be well patronised by all who are entitled to use it. Charges are maintained at the lowest level consistent with sound financial administration and any profits are used to increase the amenities of the club.

Amenities

Among its many amenities there are:—

122 single cabins for ratings.

13 bed-sitting rooms.

10 single cabins for W.R.N.S.

16 double cabins.

and the prices charged vary from 10s. per night (or £3 per week) for a double cabin with running hot and cold water to 2s. 6d. per night for a single cabin (not fitted hot and cold water) and 2s. 9d. per night for a single cabin for W.R.N.S. ratings.

Restaurant—open from 6.15 a.m. to 11.30 p.m. and providing excellent meals at reasonable cost. Snacks

and savouries are produced in the club and wedding receptions and small parties can be catered for.

Bar and lounge bar.

Lounge and billiards room.

Lounge for married couples and W.R.N.S.

Lockers for the use of non-residents.

Television room.

Baths and showers facilities.

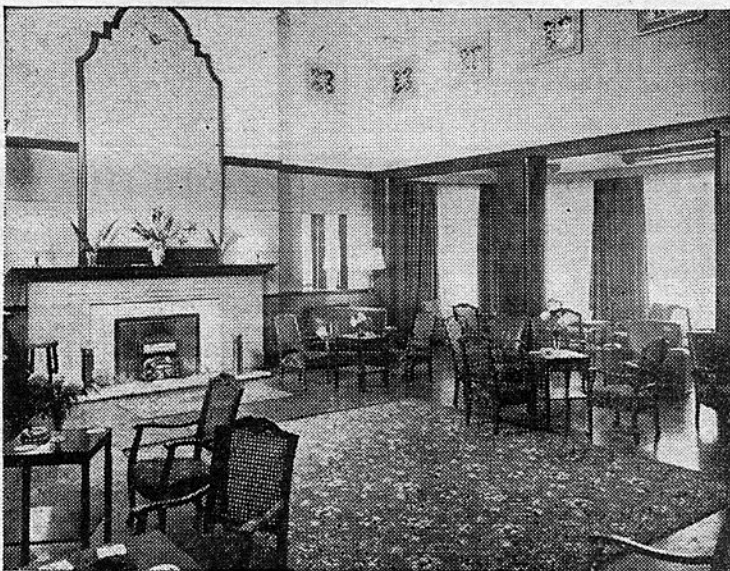
Bookstall—run by the club.

Naval and civilian tailor's shop.

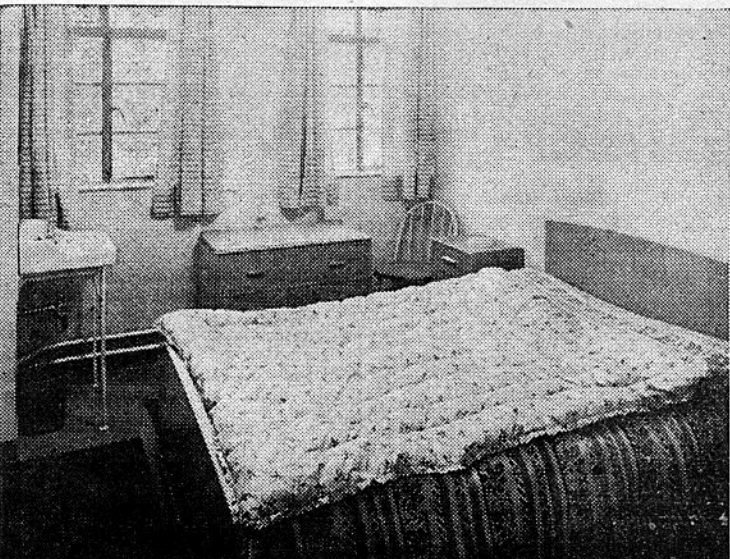
Hairdressing saloon.

Writing rooms.

It is fair to say that the Royal Sailors' Home Club is a home CLUB where all the usual club facilities are available and yet it has, also, the homely atmosphere.



The lounge



One of the bedrooms

H.M.S. Theseus

THE AIRCRAFT carrier Theseus, commanded by Capt. E. F. Pizey, D.S.O., R.N., arrived at Portsmouth on Friday, December 21.

The Theseus took part in the operations in the Eastern Mediterranean during November where her helicopters, in conjunction with those of

E.A.2 T. W. JOYCE is a name like hundreds of others in the Royal Navy, but the name of Trevor Joyce (Royal Navy) appears on the records of results of all manner of clubs and athletic governing bodies at all distances from one mile to fifty-two miles.

The Navy's iron man of running is now serving in the Air Electrical School at Worthy Down, where he has acquired the alias of "The Ariel Zatopek." And with good reason!

Joyce joined the Royal Navy in 1944 and, in his own words, "played about with athletics" until 1949, when after only three weeks training, he ran tenth in the Home Air Command Cross-Country Championships. He represented the Navy the following year, when, he will be the first to admit, Navy cross-country running was in the doldrums, was not selected for the next two years, but has held his place continuously ever since. This record 1950, 1953-54-55-56, and without the shadow of a doubt 1957, speaks volumes for his dedication, his enthusiasm and his super-fitness.

Born twenty-eight years ago at Surbiton, Surrey, Trevor Joyce has not restricted his activities to the winter game. He aims to run eighty miles a week in training, but as any Service man is aware, this is not always possible. Eighty miles a week, fifty-two weeks a year is the target seldom missed by this grand athlete and clubman. While chalking up such personal triumphs as:—

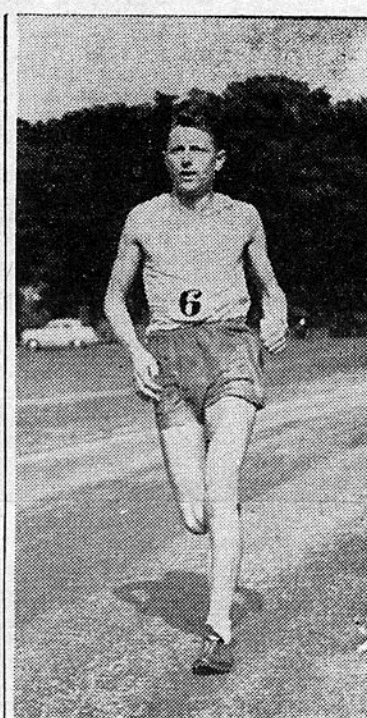
Navy three miles champion, 1955 and 1956; Navy road racing champion, 1956; Sheffield Marathon, 1956, third; London to Brighton, 1956, fourth. With Command and Station titles by the score, in addition to very many trophies from civilian meetings, Trevor Joyce is always ready and keen to encourage and advise the young athletes

who he hopes may be fired by his words to go and do likewise.

He is a man with a pleasant personality and great personal charm who looks on his achievements as satisfactory but in no way outstanding. He has strong views and opinions, as a man with his record must have. He ridicules the statements of those who reckon that at twenty-two their sporting days are over—the "used-to" brigade—saying, "Why, at their age I was just beginning." With typical modesty he claims that "anyone can break through into this running game just by sheer training and perseverance." Others who know what they are talking about will add—and the grim will to succeed. That is something that Joyce has to a marked degree.

While he has achieved much by his own personal efforts, Joyce is very ready to acknowledge the help he has received from others; help and encouragement that has enabled him to ignore the scornful and to spurn the ungenerous of whom, unfortunately, there are a few. He is particularly grateful to Mr. Arthur Newton who in 1924 set up a world's record of 152 miles run in twenty-four hours. Mr. Newton gave advice and encouragement when he needed it, and provided the necessary incentive when things seemed to go wrong.

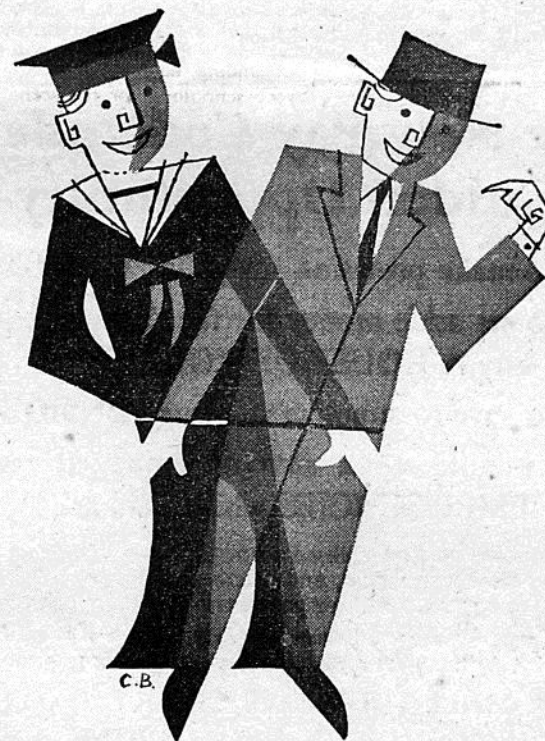
Joyce just keeps on training through the bad spots; the lashing rain and biting cold of the 0630 winter runs and as an illustration of how this reaps reward there is the bad patch he had in the London to Brighton run this year; a bad patch which he says he would rather try to forget. After forty miles Joyce was near exhaustion and he very nearly gave up, but by the time he had put forty-five miles behind him the mind had become adjusted to the physical exhaustion and the only thing that seemed to matter



(Photo: P. Bird)

was reaching Brighton; this he did after running right through the field and he finished in fourth place. Incidentally he ran his two attendant cyclists into a state of near collapse.

No smoking, no drinking, a carefully regulated life, and an attitude of mind that enables him to shun the distractions and amusements of Service life to further his simple aim. To run better and yet better. This then is Trevor Joyce's background—and the man!



Ship-shape for shore-going!

When you come to Willerbys for your shore-going clothes (or your new uniform for that matter) you can be certain of one thing—real Naval smartness. At Willerbys you'll find a complete service, made-to-measure and ready-to-wear; clothes made by craftsmen, and a splendid range of cloths to choose from; helpful service and reasonable prices. And what's more, you can wear while you pay—and pay by allotment, if you wish. Why not write, or call next time you're ashore and ask for the special folder explaining

the **WILLERBY** way!

LONDON, W.1. AND AT 82 ROYAL PARADE, PLYMOUTH. 75 HIGH STREET, CHATHAM, 111 COMMERCIAL ROAD, PORTSMOUTH. 5 LONDON ROAD, NORTH END, PORTSMOUTH. 20 ABOVE BAR, SOUTHAMPTON.

H.M.S. Eagle's Flag presented to Parachute Brigade Group

VICE-ADMIRAL M. L. Power, C.B., C.B.E., D.S.O., Flag Officer Aircraft Carriers, has sent the following letter to Brigadier M. A. H. Butler, D.S.O., M.C., commanding the 16th Independent Parachute Brigade Group.

"It is with the greatest of pleasure that I send you my flag which was flown in Her Majesty's Ship Eagle on November 5, 1956, when the Carrier Squadron, Her Majesty's Ships Eagle, Bulwark and Albion, had the honour to support the landing of the 16th Parachute Brigade in Port Said.

"I would be pleased if you would accept this flag as a token of my own personal admiration of the great gallantry and superb fighting ability displayed by your officers and men in this historic operation. All my captains, officers and men of the Carrier Squadron join me in this.

"The Fleet Air Arm is as proud and pleased as can be that we had the good fortune to be of some assistance to your brave men.

"I trust that the excellent co-operation in battle which we have achieved with you will continue un-

diminished in peace and in war, and that should a similar opportunity arise in the future, the Fleet Air Arm will again have the honour and distinction of your company."

In his reply Brigadier Butler said: "Your gesture in presenting your flag which was flown in H.M.S. Eagle is warmly appreciated by all ranks of 16th Independent Parachute Brigade Group, as in your very kind letter. . . . I hope to have the privilege of visiting you shortly to convey my thanks for the magnificent support you gave us, which enabled us to achieve our objectives so quickly, and with so few casualties—without it we could not have undertaken the operation at all, and in the event it surpassed all our expectations.

"I can assure you that all ranks of this brigade group now have the very highest regard for the Fleet Air Arm, and will consider it a great honour to co-operate with you again."

Admiral Power's flag and his letter will be displayed in the Airborne Forces Museum at Aldershot as a commemoration of a truly joint operation.

HELICOPTERS

THE FOLLOWING exchanges took place in the House of Commons during question time on December 12.

Mr. de Freitas asked the Minister of Defence whether he will instruct the Service Departments to co-ordinate their policy on the procurement of helicopters to ensure that there is no waste over unnecessary duplication.

The Secretary of State for Air (Mr. Nigel Birch): I have been asked to reply. This is done.

Mr. de Freitas: Is it not a fact that the different Services have different types of helicopters when the uses to which they are put are not fundamentally different?

Mr. Birch: Obviously there are differences. The question of size, for instance, is much more important in a Naval helicopter than in one used for the Air Force or for the Army. The policy in this matter is decided by the Minister of Defence, and all

is co-ordinated through the Ministry of Supply.

Major Wall asked the Minister of Defence whether he will speed up the supply of dual-purpose anti-submarine troop-landing helicopters for use by the Royal Navy and Royal Marines.

Mr. Birch: I have been asked to reply. The supply of Naval helicopters is proceeding satisfactorily.

Major Wall: Will my right hon. friend agree that the Suez operation proved the value of helicopters both in the initial stages of the assault and in the build-up? Will he not agree that it would be better to have dual-purpose helicopters, and could he not arrange for the anti-submarine equipment to be taken out of existing helicopters when used for troop carrying?

Mr. Birch: The basic purpose of these helicopters is anti-submarine, but of course they pay an additional dividend. Obviously the more we have the better; but they are very expensive.

The New Pay Code offers a Golden Opportunity—

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- To set aside money for the deposit required to buy A HOUSE OF YOUR OWN
- To save to supplement your PENSION
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All these plans can be realised through National Savings Schemes, which are State guaranteed, and where your money is perfectly safe. You can, of course, withdraw your savings should the necessity arise.

The simple Monthly allotment facility provided by the Admiralty is undoubtedly the ideal method of saving for you to adopt.

SAVE WHILE YOU SERVE THROUGH ALLOTMENT TO THE POST OFFICE SAVINGS BANK, A TRUSTEE SAVINGS BANK, NATIONAL SAVINGS CERTIFICATES OR DEFENCE BONDS.

Particulars can be obtained from your Information Room, or if you prefer to do so, write to Forces Savings for full particulars on the slip provided below.

To—H.M. Forces Savings Committee,
1, Princes Gate, London, S.W.7.

Please send me particulars of

Savings Schemes making provision for my dependants
" " for buying a house
" " for supplementing my pension
" " for emergencies

* Strike out those which do not apply.

Name

Rank/Rating

Official No.

Address

Coastal Command

Foreword by the
Air Officer Commanding-
in-Chief, Coastal Command,
Air Marshal
Sir Bryan V. Reynolds,
K.C.B., C.B.E., R.A.F.

IT IS with great pleasure that I write a foreword to the article on Coastal Command for the NAVY NEWS. Although many of the readers of this flourishing newspaper may have worked in some form or another in co-operation with aircraft of the Command there may be many who have little or no knowledge of the capabilities of our long range maritime aircraft, nor of the peace and war-time organisation of the Command and the manner in which co-operation with the Allied Navies is now a fully established and daily practice. Despite the difference in the colour of our uniforms, we are all engaged on the same task of defending the sea communications so essential to our country and indeed all the nations of the Western alliance.

Amalgamation

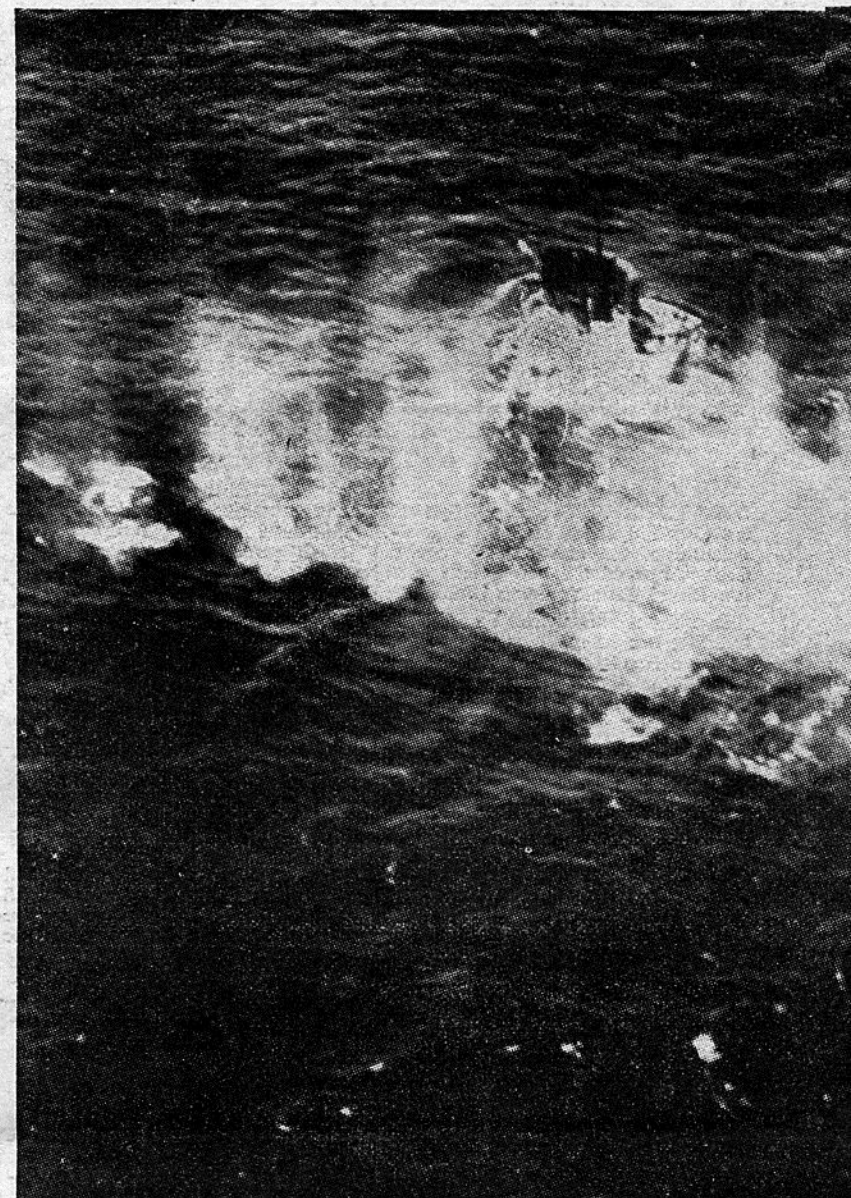
When in 1918 the Royal Naval Air Service and the Royal Flying Corps were amalgamated to form the Royal Air Force it was necessary to form a specialised arm of the new service to work in co-operation with the Royal Navy. In the early days this force was named "Coastal Area" and of the aircraft allocated for the maritime role, some were carrier borne, some were land based and others flying boats and seaplanes. 1937 saw the status of the force upgraded and renamed "Coastal Command," the first Commander-in-Chief being Air Chief Marshal Sir Arthur Longmore, G.C.B., D.S.O., who as a Naval lieutenant had been one of a band of four young Naval officers who were, prior to the First World War, pioneers in Naval Aviation. Shortly after this time the Royal Navy took over full control of the Fleet Air Arm both ashore and afloat and Coastal Command was charged with the operational control, organisation and training of all shore based long range maritime aircraft.

Today, the Royal Navy and Coastal Command are closer together in their thinking, planning and operations than ever before. Over a period of time, particularly during the Second World War, the two services evolved from experience, and often mutual adversity, a system of joint control of our maritime Air Forces. It is a system that has been proved, by results to work well. Modern reconnaissance aircraft are complicated and very expensive items of equipment. It is essential, therefore, that every operating hour of their existence should be productive. To ensure this and to sustain and strengthen the effectiveness of operation of maritime forces, it is imperative that the two services enjoy a full interchange of knowledge of present and projected plans and equipment, and make use of every opportunity of training together in peace time.

Co-operation

The enemy menace to the lifeline of food and materials for our population and war industry will remain in any foreseeable future war. The introduction of the nuclear powered submarine and the possibilities available to an enemy of using submarines as launching platforms for guided missiles, pose further threats which will have to be counteracted by our maritime forces. I know that the Royal Navy is devoting a very large portion of its resources to anti-submarine warfare; it is to this same task and in co-operation with the Royal Navy, that the greater part of Coastal Command's present resources are committed.

Exercises, involving submarines, surface vessels and aircraft are scheduled and carried out all through the year. Some are small exercises between one submarine or surface vessel and one aircraft. Others are major exercises involving whole fleets and all aircraft of my Command. From these exercises are evolved the tactics and operating procedures which will ensure, should occasion demand, that defeat of the enemy submarine threat.



A partly submerged U-boat surrounded by bullet splash

Coastal Command

THE NAME "Coastal Command" should be familiar to all readers of NAVY NEWS but not all may be aware of the Command's current role and responsibilities. "Coastal" is perhaps misleading and could suggest that the Command's operations are restricted to the inshore approaches of the United Kingdom. In fact, aircraft of Coastal Command operate daily over a vast area of ocean bounded roughly by the Arctic ice fringe, the Tropic of Cancer and the southern tip of Greenland.

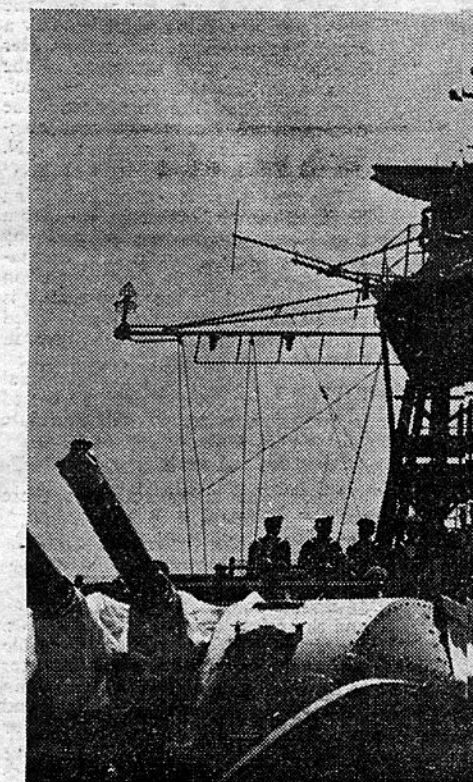
During the 1939-1945 war, Coastal Command played a large part, in partnership with the Royal Navy, in defeating the U-boats and winning the Battle of the Atlantic. Post-war assessments show that shore-based aircraft destroyed 270 out of a total of 724 enemy U-boats lost at sea from all causes, including losses from mines, submarine, air and surface attack, and that Coastal Command alone destroyed 189. In addition, aircraft of the Command sank 173 warships and 158 enemy cargo ships totalling over 500,000 tons. Another significant fact is that, in six years of war, only twenty ships were sunk in convoys that were escorted by maritime aircraft and that, as the effective range of aircraft increased, the U-boats were driven correspondingly further out into the Atlantic.

Operate under N.A.T.O.

Today, the whole of Coastal Command has been declared to N.A.T.O. and, in war, would operate under Allied control. The majority of the Command's aircraft would be employed in the Eastern Atlantic and Channel Commands which are British areas of responsibility, each commanded jointly by a Naval and an Air Commander-in-Chief. The Air Officer Commanding-in-Chief Coastal Command holds the N.A.T.O. appointments of Air Commander-in-Chief Eastern Atlantic and Maritime Air Commander-in-Chief Channel Command with headquarters at Northwood. In these posts he is, with his Naval partner, jointly responsible to the Supreme Commander Atlantic and the Allied Channel Committee

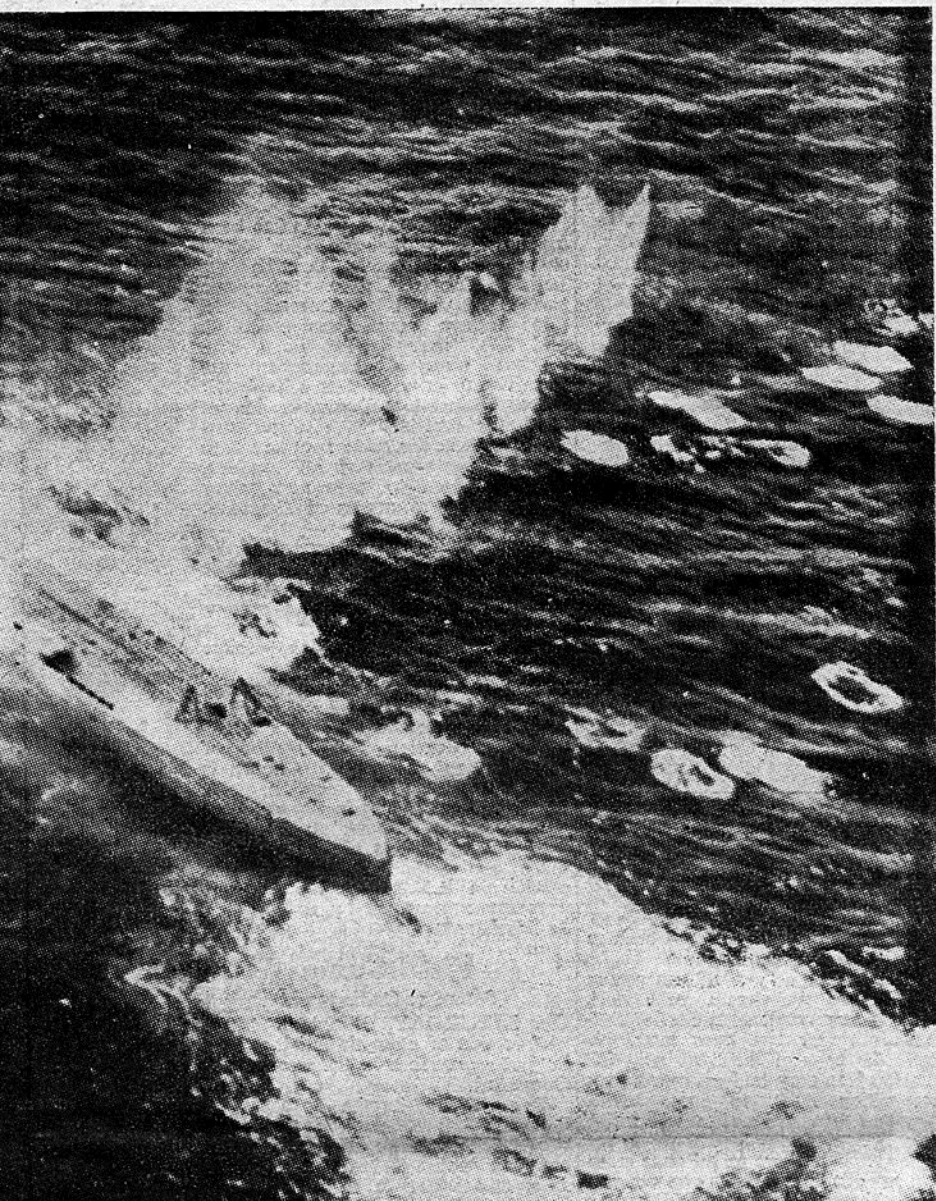
respectively. Below the Commander-in-Chief level, the Air Officers Commanding No. 18 and No. 19 Groups of Coastal Command are established as joint commanders of N.A.T.O. sub-areas with headquarters at Plymouth and Rosyth. Other joint maritime headquarters are set up at Chatham and Gibraltar.

In both N.A.T.O. and national operations, Coastal Command works in the very closest co-operation with the Royal Navy. At all levels of command, the Naval and Air commanders share common maritime headquarters and, at Northwood, the two Commanders-in-Chief even share an office in the joint operations room. The policies and priorities for sea/air



Coastal Command Net

and the Royal Navy



es from the tail guns of a No. 10 Squadron (R.A.F.) Sunderland

operations are decided jointly in the maritime headquarters and each commander is responsible for carrying out his part of the common plan. All maritime aircraft come under the direct W.T. control of the maritime headquarters unless they are providing close support to convoys, when they are controlled by the senior Naval officer of the surface escort to the convoys.

Equipment

Coastal Command is, at present, equipped with Shackletons, Sunderlands and Neptunes. However, Neptunes will be phased out of service when the latest version of the Shackleton becomes available in numbers. The Sunderland, which first flew

in 1937, is now obsolete. It is sad that there is no British flying boat to replace it and that, for the first time in its history, the R.A.F. will, before long, have no waterborne aircraft.

The Shackleton, with which all squadrons of Coastal Command will soon be equipped, has proved a very fine maritime aircraft. It has sufficient range to carry out effective patrols in the middle of the Atlantic and provides ample room for the heavy and complicated equipment now required for war at sea. It can carry a crew large enough to work a Naval watch system and is equipped with comfortable bunks and an efficient galley. The crew comprises two pilots, two navigators, five radio/radar operators and one flight engineer. The Shackleton is able to operate over the sea in all weather conditions. It flies well on three out of its four engines and will maintain height on two. However, each Shackleton together with its equipment and crew, represents a significant slice of the nation's expenditure on defence, and command of a maritime aircraft requires the same degree of responsibility as command of a Naval vessel. Coastal Command pilots and navigators must therefore gain maritime experience as first or second officers before they can qualify for captaincy.

Bases

In peace time, Coastal Command maintains bases in each of the strategic maritime areas. The main United Kingdom airfields are Kinloss in Northern Scotland, Ballykelly in Northern Ireland and St. Mawgan/St. Eval to cover the south-western approaches. The Command's only overseas base in peace time is Gibraltar, where the Air Headquarters controls maritime squadrons operating from North Front airfield as well as other R.A.F. facilities for the defence of the Rock. In war, the Command would make use of many other bases provided either in the United Kingdom by the R.A.F., or by N.A.T.O. in other countries. In peace time, the mobility and flexibility of maritime aircraft are tested frequently by exercises in such areas as the Indian Ocean, the Caribbean, South America and the Pacific.

The primary war-time roles of Coastal Command are reconnaissance and anti-submarine operations. Modern maritime aircraft are unsurpassed in anti-shipping reconnaissance. With its high-powered radar, each aircraft can sweep a path over 120 miles wide and, at 150 knots, can search well over 200,000 square miles in a single sortie. Radar also enables aircraft to shadow enemy vessels far out of visual and gun range.

Difficult Problem

During the last war, maritime aircrafts' supremacy over the U-boat depended largely on its radar's ability to detect submarines on the surface, where they were forced to stay for six hours out of every twenty-four in order to charge their batteries. Today, snort-fitted submarines set a more difficult problem and, in the future, the nuclear powered submarine is unlikely to present any surface target. Future anti-submarine operations will therefore require equipment able to detect and locate submarines when fully submerged. The first step in this direction is the sonobuoy which is a droppable combined hydrophone and radio transmitter capable of detecting noises from a submerged U-boat and of relaying them to the aircraft. Other far more efficient devices are under development but the ultimate answer to the true submarine will be complicated and expensive. However, in the long run, despite these problems, the long-range maritime aircraft is likely to prove the most effective counter to the nuclear submarine. Not only can the aircraft carry the necessary equipment but, unlike an escort ship, it also has a decisive speed advantage over the nuclear submarine and is invulnerable to counter attack. Once an enemy submarine has been located by a maritime aircraft, it can be destroyed without great difficulty by homing torpedoes or by nuclear depth charges of the type now available.

Apart from its primary roles, Coastal Command is responsible, in peace and war, for search and rescue, meteorological reconnaissance and for assistance to Transport Command in emergency. Last year, aircraft and rescue launches of Coastal Command were called out 204 times on Sea/Air Rescue incidents. Of the 421 persons involved, these aircraft and launches rescued or assisted others to rescue, 263. In addition, the bodies of thirty-three other less fortunate individuals were recovered. Meteorological flights over the Atlantic are flown daily from a Northern Ireland base and provide information for international, civil and military forecasting. During the troubles of January, 1956, Coastal Command aircraft, at very short notice, transported 900 troops to Cyprus in two days.

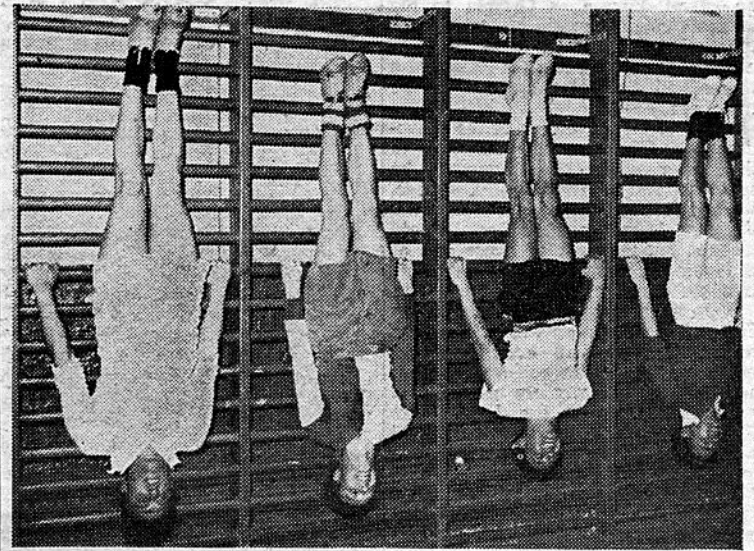
Co-operation with R.N.L.I.

Although aircraft from Coastal and other Commands provide the best means of searching for survivors at sea, the actual rescues are normally accomplished by ship or helicopter. Coastal Command maintains a squadron of Bristol Sycamore helicopters solely for search and rescue. During daylight hours, helicopters at St. Mawgan, Felixstowe, Tangmere and Valley are kept at fifteen minutes readiness for any emergency. The crews of the helicopters maintain a very close and personal liaison with civilian organisations so that, for example, searches can be co-ordinated with R.N.L.I. lifeboats, and survivors landed in the grounds of an appropriate hospital. Coastal Command also keeps launches at strategic points around the coast. These launches, which are similar to motor torpedo boats, are manned by airmen of the R.A.F. marine branch. Their job is to provide safety facilities at bombing ranges, and, in conjunction with R.N. ships and helicopters and other life saving organisations, to stand by for search and rescue calls.

Today, there is a tendency to concentrate on the nuclear air threat to the U.K. and N.A.T.O. and to forget our common dependence on sea communications. Yet, if war came, the shipping by which we survive would be threatened by a submarine fleet greater than that of Hitler. Coastal Command's task is to ensure, in co-operation with the Royal Navy and the Allied Naval and Maritime Air Forces, the protection of our vital shipping and to prevent defeat at sea which might nullify allied victory in the air.

A. M. R.

Portsmouth Command Field Gun's Crew



THE PHOTOGRAPH shows the first volunteers for the 1957 Portsmouth Command Field Gun's Crew, undergoing their physical aptitude test at Whale Island, before the final selection. Volunteers from ships and establishments in the Portsmouth

Command are now coming forward. Any rating who wishes to volunteer should do so through the normal service channels. Enquiries should be made to Portsmouth Command Field Gun's Crew Officer, Lieut. Lucas, H.M.S. Excellent. Tel. Dockyard 5276.

MINESWEEPERS

Letter to the Editor

Dear Sir,—I have just read your article on "The Royal Navy and the Suez Canal." In it you praise the aircraft carriers, destroyers, frigates, but not a word about us little coastal minesweepers. If it wasn't for us, the rest of the fleet couldn't have got into harbour. Some people don't think we even exist.

I myself have been out here 15 months in a minesweeper.—Yours faithfully, ANGRY SWEEPER.

We have every sympathy with the ship's companies of the "little ships" who have the so important, but often unrecognised and wearisome, job in all operations.

This goes not only for minesweepers

but frigates, fleet auxiliaries and the many other types of ship which are necessary for an operation such as the Port Said landing.

While international discussions are proceeding with a view to straightening out matters in the Middle East, we think it unlikely that any further publicity will be given to the Navy's operational share in the Port Said activities, but we are not without hope that in due course the part played by all branches and all types of ship and all three Services will be presented to the public. We are quite certain that the value of the little ships is very much recognised by those in authority, but the Press quite naturally write about the ships in which their correspondents are embarked and which are, normally, the larger ones.

LOOKING AHEAD...



... to another New Year and one which we hope will be happy and successful for all readers of Navy News.

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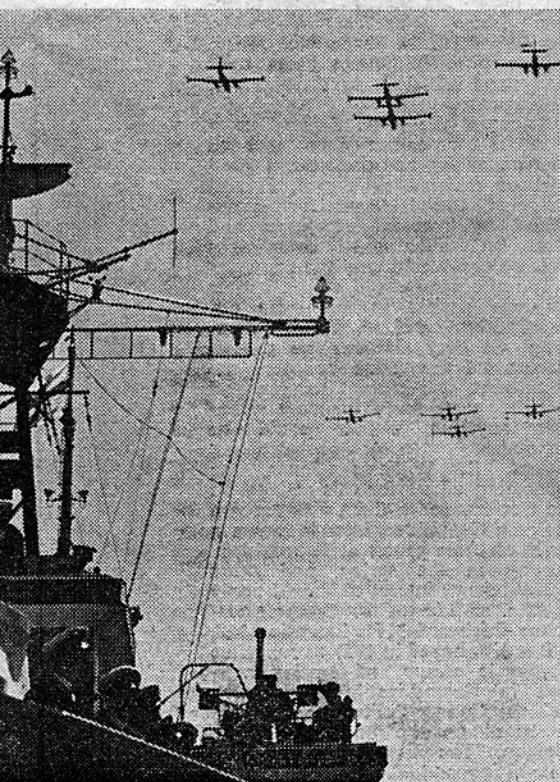
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Neptunes flying over H.M.S. Surprise

H.M.S. Eagle

ON THE east coast of southern Sicily an island, known as Ortygia to the ancients, rises from the blue waters of the Ionian Sea like a naiad cradled in a sapphire sea. Syracuse is situated on this island and also spreads to the mainland.

An idler on the terrace of the Belvedere San Giacomo one Saturday in September might have imagined he saw the fleets of Athens and Carthage, with their bows pointing towards the harbour. It was not the fleets of old he saw, but the bulk of Eagle and of Bulwark as they steamed, in company, into the harbour for a courtesy visit.

This, then, was the high-light of the September events of Eagle. Previous to the visit we had been in grand harbour undergoing self-maintenance and busy pulling whalers around that ancient harbour in the Med. Fleet Regatta in which we managed third place, despite the lack of practice due to sea-time flying commitments. From Malta we sailed to carry out more intensive flying practice, both day and night, in company with Bulwark and other units of the Fleet. We also practised action stations and damage control stations to a high degree.

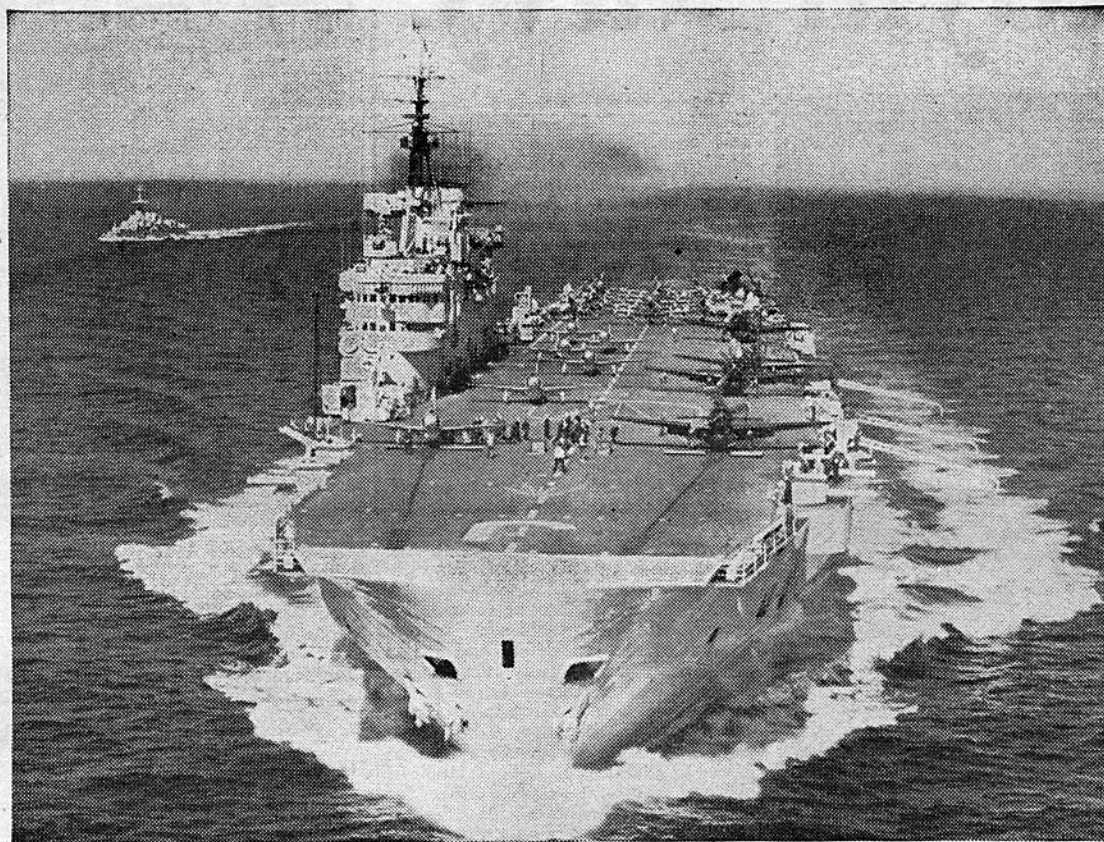
Local Beauties

Most of the ship's company were looking forward to coming home. According to the original movement schedule we should have arrived back in Plymouth on October 15. A certain gentleman in Egypt stopped that. On our way home we would have called in at Barcelona for a few days. The cancellation was a pity really—our photographers could have supplied NAVY NEWS with some very nice pictures of local beauties.

Now, for those of you who have not visited Syracuse, the landlubbers and the barrack stanchions and the civilian readers, I shall try to tell you something of Syracuse (this is also for

those who have visited Syracuse but have not ventured further than the nearest vino bar!).

COMMAND NEWS



H.M.S. Eagle with ratings forming name

Everything is attractive, the narrow winding streets suggesting the mysteries of the near east. The monuments that caused Cicero to title Syracuse "the fairest Greek city of all." The fields are unusually fragrant, the nearby waters very blue shaded by feathery papyrus heads (Syracuse, by the way, is the only place in Europe that grows papyrus). The main places of interest are the cathedral, the temple of Apollo, the Roman amphitheatre and the catacombs. There are many other places too numerous to mention but all are extremely interesting. Near the town is the Imperial War Graves plot, the last resting place of those who died winning Sicily from Nazism during World War II.

French Naval Air Base

From September 28 to October 2 Eagle visited Toulon, the great French Naval Base. You will be interested to hear that the dockyard looks more like a park with its trees and a wood near the berth of Eagle! Our bows nearly reached the tree tops (and the Naval canteen on the edge of the dock!).

Toulon proved a very interesting run ashore. The French welcomed us very warmly. Bus tours were laid on to the famous French perfume town of Grasse which now however is rapidly turning into a museum piece. The more energetic bodies of the crew took part in a Medfoba expedition to the nearby mountains, no doubt they enjoyed themselves. Those of us who couldn't face a stiff climb after running up and down the numerous ladders of Eagle, went along to the town in anticipation of seeing some French film productions. We were disappointed, only English and American features were shown. There was however, a Gina Lollobrigida film running and it is reported that two members of the ship's company fell asleep during the afternoon show!

The main street of the town, although not very long, is very wide and composes shops, roadside cafes and bars.

Night Life

The night life of Toulon was found at the south-east corner of the town, near the Cote d'Azur. Here small bars were plentiful amid old buildings such as the opera house (a very grim edifice indeed) and streamlined ultra modern flats with gaily coloured shutters. It was noticed that nearly every French home has shutters on its windows. For those of you in doubt about Toulon bars I can assure you that should you visit Toulon, you will not be "clipped," beer is approximately 1s. a bottle, cognac selling at the same price, some beers, brewed in nearby Marseilles sell cheaper. All in all, Toulon, was voted a good run ashore despite the two-mile walk through the dockyard. However we did not fare so badly as Bulwark at Marseilles; they had to go six miles before they reached the town!

From the South of France we returned to Malta exercising with units of the French Fleet and Air Arm en route. The stay at Malta was short and then we were off to Gibraltar this time with both Bulwark and Albion. Halfway there, Albion turned back to Malta and Bulwark, with Eagle, steamed on for a "rabbit" run ashore at Gibraltar. We were there a week before being recalled to Malta, Bulwark following two days later. No doubt the boys of the latter ship felt "Chokka" as they had unloaded their ammunition ready to come home. They had to reload and come back to the sunshine isle.

On October 28 we sailed once more with the other two carriers on exercise and finished by bombing the Egyptian air force and airfields! We flew over 600 sorties of Seahawks, Wyverns and Venoms, with Skyraiders providing the ever watchful eye above the fleet.

What a Scare

During the action Eagle had a scare. The radar picked up what was interpreted as E-boats moving at us three miles away at thirty-four knots! This caused a slight panic but all was well; it turned out to be a flock of migrating Terns (so the local ornithologist tells us). The crest of our 897 Squadron is the Tern!

On the day of the "cease fire" Eagle steamed up a buoyed channel towards Port Said. On either side of the channel were ships of all sizes, merchant and Royal Navy, an impressive sight. As we moved closer we could see a great column of smoke rising from what appeared to be a fuel tank—it had been well and truly "pranged."

Congratulation

Admiral Sir Guy Grantham, the Commander-in-Chief Mediterranean, in a speech on board congratulated the aircraft carrier squadron and Eagle in particular on the magnificent show put up by them during the recent trouble. He made a point to the ship's company on the number of sorties flown by Eagle. He said that he was delighted to observe that instead of starting off the action with a low number of sorties, Eagle started with a bang and went on to increase the number day by day until the cease fire. He continued, "the small ships in company were also very interested in your operations and waited with avid interest the announcements of targets hit during the day."

Return of H.M.S. Eagle

H.M.S. Eagle will arrive at Plymouth on Friday, January 4.

Commanded by Capt. H. C. D. Maclean, D.S.C., R.N., the Eagle was the flagship of Vice-Admiral M. L. Power, C.B., C.B.E., D.S.C. and Bar, who commanded the Anglo-French aircraft carrier force during the Suez operations.

Four other British carriers—H.M. Ships Albion, Bulwark, Ocean and Theseus—took part in the over-all operations and, from October 31 to November 6, a total of some 2,000

shipborne air sorties was made against military objectives on land in close support of the landings in the Port Said area and the subsequent consolidation by the Allied paratroops and Royal Marines.

R.N.B. Portsmouth

DECEMBER HAS seen no change in the high powered activity in R.N. Barracks. The sporting world produced its boxing, and finals of the indoor games, whilst the many other forms of Dog Watch recreations and activities have received a steadily mounting number of followers. The Archery Club seems to have been particularly successful.

The international situation has been instrumental in maintaining a steady stream of customers through the Barrack Control Centre. During the period August 1 to December 15 9,155 ratings joined through B.C.C. and 7,437 were drafted away. The balance were discharged to the Reserves, or released "Time Expired."

On Wednesday, December 19, at 1000, the first of 121 retained men joined R.N.B. for release routine. The last, having completed all routines, was discharged to leave and "civvy street" on the afternoon of Thursday, December 20.

It was decided at a meeting of the Anson Group Welfare Committee that no Christmas Cards would be sent out this year. Instead we have sent a surprise food hamper to a destitute family who we know will appreciate and benefit by it.

The presentation of the pantomime "Hansel and Gretel" (Naval version) reflected great credit on all concerned with its production. The versatility of P.O. Bishop as "Dame Chuff" is worthy of special mention, and L.S.B.A. Watkins made an excellent "Witch of the Woods." It is a fact that for many days after the pantomime, one of the main topics of discussion in R.N.B. was the different appearance presented by so many of its inhabitants.

Field Game

Sultan v. Collingwood

ON SATURDAY, November 24, a new version of open-air activity made its first appearance in the Portsmouth Command.

This activity, known as a "Field Game," aims to provide for some twenty-four men an afternoon in the open air which is interesting, enjoyable, and wider in scope than the rules and limits of a football field allow.

Organising the game was Inst.-Lieut.-Cdr. Wilson of H.M.S. Sultan, assisted by Padre H. V. Burgoyne of H.M.S. Collingwood. His setting involved four pieces of "secret" equipment, two held by the Collingwood team, two being hidden and requiring search by both teams. The game took place in an area surrounding the Royal Marines Small-Arms School at Browdown, near Gosport. The team that obtained by "hook or by crook" all four pieces at the end of two hours would win the game.

Rules, based on commonsense to avoid accidents, were as few as possible: disputes were settled by a team of umpires from different establishments in the Command. These included Lieut.-Cdr. Traylor (Phoenix), Lieut.-Cdr. Steel (Vernon), Lieut.-Cdr. Lucas (Excellent) and Mr. Haslewood (R.N. barracks). Team leaders were P.L.M.(E.) Stewart of Sultan and E.M.2 B. MacWilliams of Collingwood.

Although the game finished as a draw rather earlier than planned because of fog and darkness, a good deal of incident developed. Several prisoners found themselves immobilised by removal of shoes and socks. Both sides used thunderflashes with which to confound the enemy.

The afternoon ended with a banger barbecue supper in the open air, arranged by Mr. H. V. Wallace, Command Cookery Officer. The general opinion of the teams was that the experiment was a great success, and that they were ready for more whenever anything similar could be planned.

Capt. R. Williamson-Jones, the sponsoring officer for this activity on the Commander-in-Chief's Expedition Training Committee, intends to run a series of these games at Browdown, starting in the spring, and other establishments interested should apply to him or Lieut.-Cdr. Craven, telephone Dockyard 3171, Extension 228.

It is also hoped in 1957 to run some large-scale escape and evasion exercises in Hampshire in co-operation with the County Police. These would be based on the book by C. E. Morgan, "The River Line," and A.B. male ratings and W.R.N.S. and seniors would take part as escapees, spies and counter-spies.

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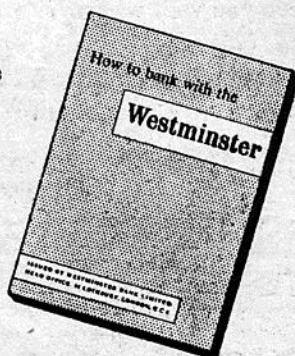
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SUBMARINE COMMAND

IT IS not a usual sight to see a submarine depot ship secured to the south railway jetty, especially one wearing an Admiral's Flag. But such is the case of H.M.S. Maidstone who is wearing the Flag of the Commander-in-Chief, Home Fleet (Admiral Sir John Eccles, K.C.B., K.C.V.O., C.B.E.). Although Maidstone is now Home Fleet Flagship she is not completely divorced from the submarine world. In fact the Commanding Officer (Capt. H. R. B. Newton, D.S.C., R.N.) retains his title as Captain, 2nd Submarine Squadron, and Maidstone will accommodate a slightly reduced squadron. The absence of Maidstone and Captain (S.M.) 2 from Portland has entailed a certain amount of reorganisation on the south coast. Captain (S.M.) Fifth Submarine Squadron, has therefore increased his parish, and now administers the submarines normally based there. He is however assisted in the operation of these submarines by a Senior Officer Submarines, Portland (Cdr. R. W. Garson, R.N.) in H.M.S. Chaser, about which we will hear more later.

H.M.S. Adamant has left her normal station in Rosyth Bay and is now undergoing her periodical docking in Portsmouth. The remainder of the Third Submarine Squadron is still operating from the Clyde with temporary headquarters in H.M.S. Woolwich. Several submarines of this far flung squadron are, however, spending the Christmas leave period in Haslar Creek, which not only enables many of the ships' companies to be near their homes, but also affords a safe anchorage in this season of gales and adverse weather.

H.M.S. DOLPHIN

THE USUAL round of parties, dances and entertainments are in full swing in the Fort. With nearly every individual mess holding its own dance and children's party before the leave period, hardly a day goes by without some form of seasonal celebration. The after-dark appearance of the Fort is trying to rival Battersea Park, whilst the Christmas tree on the main parade would not look out of place in Trafalgar Square—and the best place for it" as many a motorist has been heard to say!

The Dolphin Players presented their Christmas contribution of "Sinbad the Sailor." This pantomime was played with a lusty saltiness by a cast who were obviously enjoying every minute of it. Their spontaneous gaiety infected the audience who were quick to join in the fun. Although the success of this presentation was due to all, both on and off the stage, special mention should be made of Nick Howlett, the producer, father, mother and midwife all in one; Ken Mills and Donald Cameron, designer and painter of the excellent scenery; Andrew Burnett, who gave an almost professional performance as Widow Baloney; and last but not least Max Boyland, the pianist. This last job is not an easy one, as it is mostly a case of the pianist finding the key of the singer rather than the more normal *vice versa*. C.E.R.A. Boyland has now left and he will be sadly missed from such performances as this.

H.M. Ships Arrive at Portsmouth

H.M.S. KENYA arrived at Portsmouth on November 5, after one year's service abroad. During this time she steamed over 55,000 miles and visited the West Indies, the U.S.A., several countries in Latin America, Tristan da Cunha, the Union of South Africa, Madagascar, Mozambique, Kenya, the Red Sea and Persian Gulf. As pets, the ship acquired eight Brazilian green parrots, one African grey parrot, a few canaries and tortoises.

H.R.H. The Duchess of Gloucester, who launched the Kenya, was at Portsmouth to welcome this ship's return.

The Commanding Officer of H.M.S. Kenya is Capt. N. S. Henderson, O.B.E., R.N.

When the anti-submarine frigate Loch Fada (Cdr. M. L. C. Crawford, D.S.C. and Bar, R.N.) entered Portsmouth harbour on November 8, she had been away from her home port for exactly 365 days, serving in the Indian Ocean and Persian Gulf. She had steamed over 42,000 miles since commissioning in June, 1955.

During her period abroad, H.M.S.

H.M.S. BELLEROPHON

THE PAST six weeks has been a very busy period for this Division of the Reserve Fleet, for, in addition to normal commitments, the general transfer to H.M.S. Vanguard took place. The first to move to H.M.S. Vanguard was the Senior Officer Reserve Fleet, Portsmouth, Capt. A. G. Poe, D.S.C., R.N., together with personnel from H.M. Ships Liverpool and Boxer. Both ships, in turn, were brought alongside H.M.S. Vanguard which was berthed at the middle slip jetty in order to facilitate the transfer of Naval and victualling stores.

Any removal is a headache, but this one proved to be a super headache, in particular for the staff of the commander's office who were besieged with requests for working parties. As one of the gangway sentries remarked: "I wondered what was coming next, first comes one hand with two crates of sultanas, another with a typewriter, a writer with piles of bumph, my mate with the mess cat and four kittens and two blokes with a TV set." And, so it progressed, working party after working party transferring the thousand and one things from the old homes to the new ones. Finally the move was completed when the Flag Officer Commanding the Reserve Fleet, Vice-Admiral R. G. Onslow, C.B., D.S.O. (three Bars) together with his staff and the ships companies of Dido and Cleopatra joined the Vanguard. The Bellerophon cap tally has now been superseded by H.M.S. Vanguard and the two former separate ships' companies are one.

It will take some time to really settle down in the vast spaces of this battleship and to so many, to get accustomed to a boat routine, as Vanguard is now out in mid-stream, but with thoughts so much on the seasonal leave, this "settling in" process will not really be completed until the New Year.

Sport

This recent move does not seem to have helped our soccer very much (if the results are anything to go by) but just wait until the New Year.

Results of Recent Matches

Soccer: 1st team v. R.A.F. Tangmere, won 6-5; 2nd team v. Hornet, lost 2-7; 1st team v. Dryad, lost 1-7; 2nd team v. R.A.F. Titchfield, draw 5-5; 1st team v. Daedalus, lost 2-4; 1st team v. R.N.A.S. Ford, lost 2-4. Rugby: 1st team v. R.M. Eastney, won 11-9; 1st team v. Mercury, won 6-3.

Hockey: 1st team v. Vigo, won 3-1.

H.M.S. DILIGENCE

ALTHOUGH H.M.S. Diligence has been in commission for some four years now there are still many in the Service who don't know where it is or what it does; so the time has come to put Diligence on the map.

Firstly Diligence is not a Daring class destroyer. It is a shore establishment situated at Hythe on the west bank of Southampton Water. Its functions are to collect, equip and carry out trials on new coastal and inshore minesweepers after they have been completed at the builders. There is an additional commitment for laying up some of these sweepers in Reserve while the others are passed on to operation service.

Routine Inspection

The establishment used to be a B.O.A.C. flying boat base and its main features are two large hangars (converted to stores and workshops) and a very exposed jetty running for nearly half a mile out into Southampton Water. The new minesweepers are sailed round by ferry crews from various builders situated as far away as Buckie in North-East Scotland, or as close as Woolston, only two miles away. Each ship goes through a routine of equipping, storing, testing and trials lasting some five or six weeks, before being finally ready for service. They are then handed over to commissioning crews or paid off into reserve.

As the minesweepers themselves may not be widely known some remarks on them should not be out of place. They are built by yacht builders round the coast of Great Britain, and their design incorporates the latest developments in wooden

Loch Fada conveyed Archbishop Makarios from East Africa to the Seychelles, assisted a ship running out of fuel in bad weather in the Indian Ocean and, while on her way home, had the honour of escorting the Royal Yacht Britannia in which Her Royal Highness Princess Margaret was embarked, from Zanzibar to Dar es Salaam.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval Allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

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Supposing you hadn't signed on for 22 years service?

When I had done my 9 years I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172 a year when I retire from civilian work at 65.

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R.N. HOSPITAL HASLAR

Soccer

ONLY TWO matches have been played this month and we are happy to report that, for a change, the sick berth staff won both.

These victories bring us clear of the bottom of the league table. If we can retain the present players until the end of the season, we will finish in the top half of the table.

Results of games played in December:—H.M.S. Sultan 3, S.B. Staff 5; S.B. Staff 3, R.N. Writers 0.

Hockey

The hockey team has maintained its very good record in winning both matches played this month.

Results:—S.B. Staff 2, C-in-C. Staff 1; S.B. Staff 2, H.M.S. Excellent 1.

We are happy to state that S.B.P.O. Burton has been selected to play for the Command Hockey Eleven.

Inter-Port

The inter-hospitals soccer cup competition was held in Chatham this year.

Haslar was defeated in the semi-final by R.N. Hospital, Devonport, the score being 7-3 in their favour.

Devonport was in turn defeated by R.N. Hospital, Chatham in the final. Chatham winning by the only goal scored late in the second half, after one of the best matches witnessed in the history of this competition.

Billiards and Snooker Tournament

There was a fine response of competitors for this year's snooker and billiards tournaments, the competitive spirit was high and the standard of play good, with matches being won by narrow margins.

In the snooker finals S.B.A. Eadie won by two straight frames from S.B.A. Driscoll, whilst the billiards final was won by S.B.P.O. Nobbs from S.B.A. Driscoll by only six points. S.B.A. Driscoll was the snooker and billiards champion of the 1955 tournaments, but was unable to retain his position this year.

The 1956 winners received two magnificent cups which were kindly presented to them by Mrs. Bone, with the kind permission of Mr. Bone, who is a Commissioned Wardmaster, R.N.

Sleeping Beauty

Once again the R.N. Hospital, Haslar, has scored top marks with the Haslar Dramatic Society's presentation of the pantomime "The Sleeping Beauty" on December 5, 6, 7 and 8.

It was one of the most lavish productions ever yet staged in Haslar and involved eleven changes of scenery, a huge task in view of the small wings on stage and scant storage space.

Credit for the success of the show goes to the man who not only devised, wrote and produced it, but also took the principal comedy role of Queen Susie—Walker Booth, a member of the sick berth staff of the hospital. In addition he was the business manager responsible with Jean Ellis for choreography, assisted Robert Hayes and James Black with scenery and special properties. The costumes which added greatly to the spectacle of the show, were all designed and made by the members of the cast themselves.

At all the five shows that were given there was a full house and on the final night all female members of the cast were presented with bouquets by Robert Hayes, and a nice surprise for Walker Booth when the cast presented him with a gift of a cigarette lighter, with the added words "For looking after us during the past three-and-a-half months."

The cast was as follows:—Joan Symonds and Sheila Perkins as the charming Prince Florizel and Princess Beauty respectively. Max Haynes as the King, George Oakes as the witch, Ronald Elson and William O'Laughlin as the retainers, Barbara Leach, Nurse Lola, Thomas Palmer, chamberlain, Ronald Ritchie, the orphan, Robert Hayes, Toni, Jean Ellis, Fairy Stardust. The chorus were Pamela Clarke, Jennifer Hanley, Margaret Tomlinson, Joan Brightman, Mavis Mann, Roger Lawler and Ronald Ritchie. Specialties were given by the Harmonicans—James Black, Thomas Palmer and Eddie Owens. All members of the cast are sick berth and nursing staff.

H.M.S. Orion

Routine activity was broken by the Suez affair which not only caused drastic decreases in numbers of junior ratings in certain branches, but saw the rapid bringing forward of L.C.Ts. from Llanelly. The first requirement for four was met rapidly and efficiently and has been the subject of a congratulatory signal from their Lordships.

The credit squeeze has caused a gradual reduction of contract refitting and preservation work in South Wales with a corresponding increase in the number of ships in H.M. Dockyards.

There have been several visits by possible purchasers of ships and on an average fifteen ships have been in hand for de-storing, revision, re-storing or storing.

H.M.S. Wilton was taken over as office ship South Wales in June and this arrangement is proving more convenient and efficient than the previous shore office; the essential domestic duties are carried out by ratings drafted to the area for compassionate or other reasons.



CALENDAR

Horley Branch

Jan. 5.—Annual General Meeting.
Jan. 12.—Dance.
Feb. 9.—Dance.
Mar. 9.—Dance.

Dorking Branch

Jan. 5.—Children's Party.
Jan. 10.—Annual General Meeting.
Jan. 25.—Annual Dinner.

Havant Branch

Jan. 8.—Annual General Meeting.

Letter to the Editor

Dear Editor,

I was interested in the Points from Readers' Letters in the October issue. I joined H.M.S. Powerful at Devonport in 1915. There were a few boys from Warspite who also joined her. I remember, too, the old Impregnable, moored at Devonport as well.

I still have my parchments—the ink is nearly brown now.

There is an interesting item I should like to write here. In 1938 my young brother was being discharged from Red Hill Hospital, Edgware, and whilst I was waiting for him I sat on a seat which was beautifully made. I read on the brass plate attached to the back of the seat these words: "This seat is made from the timbers of H.M.S. Powerful."

Yes, sir, those WERE the days.

Yours faithfully,

WM. J. WALKER.

HORLEY

A VERY successful dance was held at the Constitution Hall on Saturday, December 15, and all who attended enjoyed themselves thoroughly in spite of the bad weather. One result of the dance was that we were able to send £10 to the Lord Mayor of London's Hungarian Relief Fund.

WEST BROMWICH

THE PAST month has been a very busy and very happy one. Our activities included socials, a very outstanding Christmas dance, and of course the usual children's Christmas party, when Santa paid a visit in the person of Shipmate E. Bowen. All the children received parcels and sweets and fruits, and were entertained by "Stan"—a real live magician.

The Christmas of 1956 was a memorable one for us because we launched our building fund so that one day we can have our own club built.

We thank everyone for their support in the past year, and look forward to 1957 with confidence.

The Editor and Staff thank all those who sent Christmas Cards and Greetings. The Editor is also grateful to all Association contributors who have sent in their copy so regularly. The reports have been full of interest, and every endeavour will be made by the Editor to maintain the high standard of these pages.



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen



[Photo: Kenneth Pratt Ltd., Portsmouth]

PORTSMOUTH

DECEMBER IS always a hectic month at Pitt Street and we started off in grand style on Friday, 7th, with our nineteenth annual dinner and dance at the Empress Ballroom. Once again it was a full house, 308 members and guests attended. This year the emphasis was on the "Joint Council of Ex-Service Associations," Brigadier J. C. Friedberger, the president of the Council being our principal guest.

Before proposing the Loyal Toast our president, Capt. G. C. Colville, C.B.E., R.N., read a telegram from Her Majesty The Queen acknowledging our message of loyal duty and wishing us a successful evening.

Responding to the toast of the "Royal Naval Association" the chairman, Mr. L. Bray, a founder member of Portsmouth Branch, gave a brief survey of the growth from its early days. Struggling along with some forty odd members, until today when we are probably the largest unit in the U.K. with over 1,000 members. Firmly established, no financial worries and comfortably housed in a club headquarters which are the envy of all our visitors.

The chairman said we often hear the cry for the good old days but he for one was quite content with the comfort and security of the modern age providing the spirit of the good old days remained, and there was no evidence that any of this was lacking at Portsmouth. Progress is the keynote at Pitt Street and no sooner is one scheme for improvement launched than another takes its place on the drawing board.

Guests Welcomed

The guests were welcomed by the vice-president, Lieut. S. S. Noble, R.N., and he singled out for special mention Mr. J. Damp (E.E.M. Dockyard), Mr. B. J. Vickers (S.C.E. Dockyard) and Lieut.-Cdr. Duggan, Admiralty Liaison Officer for R.N. Association, all of whom had been especially helpful in various ways during the year. Representatives of Fareham, Havant, Gosport, I.O.W. and Chichester Branches and a number of kindred Associations were also included in the toast to "Our Guests."

"Absent Shipmates" were re-

membered by the club secretary, Mr. C. E. Newman.

The next headache for the committee is the children's party. Having run into a snag in finding a suitable size hall this year we have had to arrange this on two dates at Pitt Street. The threes to eights on December 22 and nines to twelves on December 29, 150 on each day. With the Christmas festivities sandwiched in between it looks as if we are in for a busy time, but everything is laid on and we can cope.

The Branch Theatre Group added to its laurels when they travelled to Purbrook to produce their latest success "Eastern Fantasy" at a special performance in aid of the Hungarian Relief Fund. Principally concerned in making the arrangements for this were Mr. and Mrs. Haines and their efforts were very well rewarded.

Before the tumult and shouting of December has died away we shall be in the throes of the annual general meeting and the election of officers for 1957. Perhaps this would be an appropriate moment to say "Thank you for a job well done" to those whose turn it is to step down.

HAVANT

THE LAST meeting of the year for Havant Branch was held on December 4 and the hon. treasurer was able to report that their paid-up membership for 1956 had been fifty-two. At the same meeting the maintenance officer of H.M. Underwater Craft and Weapons Establishment and the vice-chairman of the local urban district council were elected to become associate members of their branch.

All at the meeting were very sorry to hear their hon. treasurer announce that he would be unable to stand for re-election to that appointment during 1957 although he would remain an active member of the branch.

The guests from Havant, who attended the Portsmouth Branch Annual Dinner on December 7, reported that they were received with great hospitality and had a most enjoyable time.

DURHAM

SINCE THE publication of our branch notes in November we have put in a good representation at the B.L. parade on Remembrance Day in our cathedral and have now got our standard which will be dedicated on Sunday, May 26.

We also hit a new high-light in the running of our first buffet-dance on December 14. This was an unqualified success; free transport even being laid on to take the "Mess Deck Dodgers" home. Members were slow to back this new venture but we are willing to bet that we will be inundated for tickets when next we run a similar function!

No need for me to state that the Christmas "Stag" party in the Dun

Cow went off well. It's wonderful what you can do when you have the "ackers." The "big eats" and prizes were provided by Mrs. Steel—our hostess at the Dun Cow. We are sorry to report that our popular president, Rear-Admiral Hutton, was "adrift" and is now in "Jimmy's" report.

In January we have an invitation to visit the Durham Light Infantry Association in our local drill hall and we are assured of a good time from the members of the County Regiment.

Our late president, Cdr. Tom Crease, R.N., is now mine host of a pub on our coast and there's already a "buzz" going around the mess deck of H.M.S. Dun Cow that an outing is to be arranged to pay him a visit. We have already had our advance party out and we hear that the "Wallop" and "scran" is the "goods." So look out for boarding parties.

I am happy to say that new members still keep rolling along and it is most gratifying to hear their praise of our chummy branch. Comradeship is our watchword with informality an overriding factor in the conduct of our meetings.

TORBAY

THE TORBAY Branch wishes all shipmates a Happy New Year and looks forward with pleasure to meeting old and new friends at the Sefton Hotel, Babbacombe Headquarters. A special welcome to shipmates visiting Torquay during the summer holidays is extended.

The past year has been one of considerable activity, culminating in the presentation of the film "The Battle of the River Plate" in Torquay, at which the branch was invited to a special performance to mark the occasion.

The previous month the Festival of Remembrance was held in the Town Hall, Torquay, the service being conducted by the Reverend Anthony Rouse, Vicar of St. John's, Torquay. The ceremony was extremely impressive, perhaps activated by the events which were happening in the world around us, and the address which followed appealed to every ex-Service-man present in a most unusual manner. Rev. Rouse has generously supplied a copy of the address, and I thought you might like to have it reproduced, as follows:—

FESTIVAL OF REMEMBRANCE

Thursday, November 8, 1956.

"If I should die, think only this of me:
That there's some corner of a
foreign field

That is for ever England. There
shall be

In that rich earth a richer dust concealed;

A dust whom England bore, shaped,
made aware,
Gave, once, her flowers to love, her
ways to roam,

A body of England's, breathing
English air,
Washed by the rivers, blest by suns
of home.

And think, this heart, all evil shed
away,

A pulse in the eternal mind, no less
Gives somewhere back the thoughts
by England given;

Her sights and sounds; dreams happy
as her day;

And laughter, learnt of friends: and
gentleness,

In hearts at peace, under an English
heaven."

So wrote a young soldier, Rupert
Brooke, in 1914.

Therefore tonight for a few minutes
I am going to talk about England, and
I make no apology for doing so.

We are here to remember with
thanksgiving, thousands and thousands
of men, and women too, who died in
two world wars for England. We do
not want to be "Colonel Blimps" but
because of the sacrifice that they have
made, and please God, not in vain, we
must recapture a greater sense of
patriotism. It is our duty because
of their sacrifice, to love our country and
to be proud of our country; the
England for whom they died.

And not only for those who died.
Tonight, as you and I are here, there
are thousands who still suffer through
war. Those with broken limbs, broken
hearts and broken homes. Those who
have lost their sight, their reason or
their faith through the tragedy of war.

In this country today, unbelievable
but true, there are people who would
exchange the Cross of Christ for the
Hammer and Sickle, therefore, the
events of the last few days have surely
made all of us alert that the agony
and suffering of Hungary and her
people could indeed happen here. The
blood in the streets of Hungary could
be blood in the streets of Torquay, if
it had not been for those who died
that we might live in Freedom, which
we so often take for granted.

So when our country is in a crisis,
it is our duty to work together, to
stand together as a family, irrespective
of denomination or politics, and I do
not mind saying from this platform
that I wholeheartedly agree with what
the Bishop of Exeter said in his
Charge at the Diocesan Conference
with regard to the leadership at this
time of Sir Anthony Eden.

Behind me is the Union Jack. Just
look at that flag and you will see that
it is founded upon the Cross.
England's true destiny is a Christian
England, and as you look at the flag
of our land, and as you think of the
sacrifice that has been and is still being
made for our freedom, let us pray for
our Queen and our Leaders, and those
who still serve on the sea, on the land
and in the air, and as we com-
memorate with love those known to
us or unknown, we will sum up our
thoughts in the words of William
Shakespeare:—

"This Earth, this Realm, this
England—we highly dedicate, Oh
Lord to Thee."

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BRIGHTON AND HOVE



[Photo: R. Bullivant, Brighton]

When "Old Ships" meet

RECENTLY THE Tunbridge Wells Branch paid a visit to the Brighton and Hove Branch for a convivial evening.

There two "Old Ships" met.

The photograph shows two R.N.A. members who joined H.M.S. Lion in 1896, almost together, one in January and the other in February.

On the left of the photograph is W. Shipley of Brighton and Hove

Branch, who joined in January, 1896, and is still connected with the R.N., he being the Administrative Officer of the Brighton Unit of the Sea Cadet Corps; he is also the Welfare Officer of the Brighton and Hove Branch, and on the right is J. Huntley of the Tunbridge Wells Branch who joined in February, 1896.

Who says after this that "Old Ships" are leaky—when a friendship started so many years ago is still as strong as ever.

GOSPORT

WELL SHIPMATES—here's hoping that you all had a good Christmas. We made sure of ours by holding a Christmas party on December 14, at our headquarters. It was the first social function to be held in our new hall extension and there was ample accommodation for all who came along to participate in the general revelry. A speech of welcome was made by the chairman, Shipmate T. W. Bates, who thanked in particular, all who had contributed so many valuable hours in the preparation of the hall, decorations, equipment, food and liquid refreshments. A special word of praise was given to our builder Shipmate Hill for all his effort which has made the hall, although not fully completed, at least useable for our own social functions for the time being. At the moment, we are having the heating system installed and early in the New Year, it is our intention to hold our annual dinner in our own hall. A special welcome was accorded to Alderman and Mrs. C. B. Osborne who have at all times, shown great interest in the progress of the branch. Alderman Osborne in his reply, congratulated all members on their efforts and gave as his opinion that the hall when

completed, would be the finest in Gosport. Our social chairman, Shipmate Brown, ably assisted by social secretary, Shipmate Hunt, provided and maintained continuous entertainment throughout the evening and a really fine time was enjoyed by all. The ladies' section is to be congratulated on an extremely fine job both in the decorations and the subsequent provision of food and hot drinks. It was also they, who a few days previously had held a Christmas Bazaar at headquarters which contributed to the much needed building fund. At the time of going to press, arrangements have been made to play a comic football match on Christmas morning, the branch v. The White Horse Inn at Bridgeway. The Mayor of Gosport, Alderman H. T. Rogers, O.B.E., is to kick-off and the proceeds of a collection at the match will be devoted to the old folk's fund. Needless to say, we are hoping for a really bumper turn-out in support of this worthy cause. Finally, although this will not be in print until after Christmas, may we avail ourselves of this opportunity of wishing all branches of the Royal Naval Association, a prosperous and very happy New Year.

LEIGH PARK HOUSE

LEIGH PARK HOUSE

THE ADMIRALTY'S MINE DESIGN DEPARTMENT MOVED TO THIS HOUSE IN 1940. IN 1943 THIS DEPARTMENT WAS RENAMED THE ADMIRALTY MINING ESTABLISHMENT.

IN 1951, WHEN THE TASKS OF THE ESTABLISHMENT WERE CONSIDERABLY INCREASED, THE NAME WAS AGAIN CHANGED TO H.M. UNDERWATER COUNTERMEASURES AND WEAPONS ESTABLISHMENT. IN 1955 THIS HOUSE WAS VACATED BY THE ADMIRALTY.

DURING WORLD WAR II, THE MINES DESIGNED AND DEVELOPED HERE ACCOUNTED FOR THE SINKING OF 1047 ENEMY SHIPS AND DAMAGE TO 541 OTHERS. ALSO THE ANTI-SUBMARINE WEAPONS DESIGNED AND DEVELOPED HERE PLAYED AN IMPORTANT PART IN THE BATTLE OF THE ATLANTIC 1939-1945

A PLAQUE, a photograph of which appears in these columns, was unveiled by The Lord Mayor of Portsmouth on December 4, 1956. The Commander-in-Chief, Portsmouth, Admiral of the Fleet, Sir George E. Creasy, G.C.B., C.B.E., D.S.O., M.V.O., and some senior officers from the Admiralty, also civil authorities from Portsmouth and the Havant and Waterloo Urban District Council, and previous captains and chief scientists of the establishment, were present. At the start of the ceremony the captain of the establishment, Capt. P. M. B. Chavasse, D.S.C., R.N., welcomed those present and invited the Commander-in-Chief to present the plaque to the Lord Mayor.

The Commander-in-Chief recalled that he had joined the Mining School, which has now after various stages become H.M. Underwater Counter-

measures and Weapons Establishment, as early as 1918 and said that he was therefore very pleased to be present at the ceremony. He then invited the Lord Mayor to unveil the plaque.

In his reply the Lord Mayor said: "It is to you Capt. Chavasse and to the members of your staff that I owe the privilege of this visit to Leigh Park today and the very great honour of unveiling a plaque commemorating the sixteen year occupation of this old house by Her Majesty's Underwater Countermeasures and Weapons Establishment and what was achieved here during the war years.

"I think you will agree with me that it is difficult to believe that Leigh Park House, set in 100 acres of parklands, was the nerve centre of Naval Scientific research in the development of weapons created to combat the enemy at sea during World War II.

Command News—continued

H.M.S. DRYAD

THE YEAR 1956 has drawn to a close, and looking back over a very crowded winter term it is more than a little difficult to pick out, from the many, those high-lights that are particularly worthy of note. The sporting activities have covered a great deal of the term diary, and in most fields H.M.S. Dryad can feel some glow of satisfaction. Of particular worth are the rugger results, where the ship's team has been beaten only once and has secured a position as head of the Command "B" League. In association football the season has started in the most successful way since H.M.S. Dryad were promoted to the U.S. League, Division I, four years ago. The points gained to date are 16. In other realms, such as cross-country, squash, golf, boxing and rifle shooting, the results all reflect the good team spirit and the great interest that the ship's company has taken.

As in the years gone by, H.M.S. Dryad has not allowed the winter term to end without putting on its annual pantomime. In the programme for this show there was a small explanatory paragraph which told the audience that they were about to witness a "modern" pantomime. It went on to say: "We hasten to add that any resemblance the actors may have to any person living or dead is but sheer coincidence. It is also sheer coincidence coupled, perhaps, with the time of year if this story bears even the slightest resemblance to a pantomime."

Be that as it may, there was a strong flavour of Dick Whittington and his Cat about this story which was woven, to start with, in the unusual environment of a factory in the Midlands. We find Dick Whittington exiled by a shop steward and after many adventures—including a dramatic interlude in one of the back streets of Marseilles—ending up in a lush tropical island where the more stereotyped kind of pantomime characters are to be found. With the aid of a forceful cat, a fairy and other helpers he makes his name and fortune and returns in triumph to England, where he is given the arduous duty of straightening out the rather complex situation that has been brought about by the trials and complications of 20th-century life.

Pamela Spalding and Jack Burden filled the leading roles of Dick Whittington and his Cat respectively. They gave a most polished performance and were ably backed up by the rest of the cast, who are all serving at or have close associations with H.M.S. Dryad. Gordon Chiles and Basil Millar provided first-class musical accompaniment to this amusing and witty show. Judging by the magnificent reception

But history will record the fact that in 1940 the Admiralty Mine Department, later to be renamed the Admiralty Mining Establishment moved into this house.

"During the early years of the war, it will be recalled that our ships, both Naval and Mercantile, together with the men who sailed in them, were in grave peril as a result of the enemy's persistent and effective attack upon our convoys in the Atlantic and the Mediterranean. We shall not forget, however, the turn of the tide in 1943 when the determination of those engaged in the development of mine and other underwater countermeasures began to succeed, until, a little over eighteen months later, Royal Naval supremacy was once again attained. The efficiency of this wing of the Royal Navy, like all others, is significant when it is remembered that the mines designed and developed in this building claimed nearly 1,600 enemy ships, and there is no doubt that this establishment's contribution played a vital and very important role in the Battle of the Atlantic.

"The City of Portsmouth and its neighbours, one of which I am pleased to see represented here today, are proud to have been so closely associated with this modern section of the Royal Navy, and they share with it, the distinction and achievement of such a vital force. We are proud too, that it has formed part of the Portsmouth Command, from the outset of the war to the present day.

"May I express once again, Sir, my very grateful thanks for having been given the opportunity of officiating at this historical ceremony this morning. On behalf of the Corporation of the City of Portsmouth, I have much pride in unveiling this plaque commemorating as it does, the occupation of Leigh Park House by Her Majesty's Underwater Countermeasures and Weapons Establishment from 1940-1956."

R.N.A.S. BRAMCOTE



The March Past

DECEMBER 2 10 years ago marked a great occasion in naval history, as the White Ensign was hoisted for the first time at what was to be the Royal Naval Air Station, Bramcote, or H.M.S. Gamecock. For reasons far above the knowledge of the day-to-day sailor or airman the Royal Air Force were to leave what had been one of their most modern and luxurious pre-war stations and the Navy were taking over. Lancasters and Mosquito aircraft gave way to Sea Furies and Corsairs as the "new owners," led by a detachment of Royal Marines, marched through the main gates for the official handing-over ceremony.

To commemorate this past occasion Capt. F. R. Twiss, D.S.C., R.N., Commanding Officer, Royal Naval Air Station, Bramcote, held a special anniversary parade. Guests of honour included the first Naval Commanding Officer, Capt. G. N. Brewer, R.N. (ret'd.), and Capt. N. G. Henderson, O.B.E., R.N., who later commanded the establishment. The salute at the

march past was taken by the Mayor of Nuneaton, Councillor H. Deeming, and the Chairman of Rugby Rural Council, Councillor N. Ashman. As the guard of honour passed the saluting base so the resident R.N.V.R. squadron, led by Attacker aircraft, followed by A/S. Avenger aircraft, flew overhead.

During the past 10 formative years Bramcote has developed a personality of its own, formed by the many thousands of trainees who started their naval careers here. The station is entrusted with one of the most important tasks in the Navy, and it is here that the men are taught to service the aircraft which form the vital striking power and protection of the modern Navy.

It is with a feeling of pride that one sees the White Ensign flying from the head of the tower of H.M.S. Gamecock, made the more significant when one realises that the Navy have established themselves not far from the officially recognised centre of England.

that the various audiences gave this show throughout the week it was performed, it must be concluded that this is surely one of the best pantomimes to be performed at H.M.S. Dryad.

The proceeds of these performances were sent to the Hungarian Relief Fund, crowning what has been in every respect a most successful term.

United Services Senior Ratings and N.C.Os.' Snooker League

LEAGUE TABLE POSITIONS

	W.	L.	F.	A.
W.Os. and Sgts. Mess, Eastney...	9	2	35	20
C.P.Os. Mess, H.M.S. Dolphin II	7	4	33	22
C.P.Os. Mess, H.M.S. Dryad....	8	3	32	23
C.P.Os. Mess, H.M.S. Vernon....	8	3	31	24
P.Os. Mess, H.M.S. Sultan.....	5	6	30	25
C.P.Os. (105) Mess, R.N.B., Portsmouth.....	4	7	28	27
Reg. Branch (106) Mess, R.N.B., Portsmouth.....	4	7	23	32
P.Os. Mess, H.M.S. Dolphin.....	4	7	23	32
W.Os. and Sgts. Mess, R.A.F., Thorney Island.....	4	7	22	33
W.Os. and Sgts. Mess, R.A.O.C., Hilsa.....	2	9	18	37
Highest break to date: P.O.M.(E) Ledwith, P.Os. Mess, H.M.S. Sultan, 38.				

NAVY NEWS is published on the First Thursday of the Month

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The Editor would be grateful if all copy could be in his hands by the 21st of the month preceding publication

UNITED KINGDOM ATOMIC ENERGY AUTHORITY A.E.R.E. HARWELL CAREERS for craftsmen

SKILLED CRAFTSMEN are required for a variety of duties including the manufacture of prototypes and of special equipment or the maintenance of highly complex plant, in well-equipped workshops with up-to-date machine tools.

PRECISION FITTERS AND TURNERS, MAINTENANCE FITTERS, INSTRUMENT MECHANICS (Electrical and Electronic) particularly required, but vacancies in other trades arise from time to time.

Applications are especially invited from men in the following classes who are due to be released early in 1957:

**ENGINE ROOM ARTIFICERS
ELECTRICAL ARTIFICERS
RADIO ELECTRICAL ARTIFICERS
ORDNANCE ARTIFICERS
RADIO ELECTRICIANS
ELECTRICAL/MECHANICAL MECHANICIANS**

Housing accommodation is normally available in six to twelve months for married men normally living outside A.E.R.E. transport area. Lodging allowance payable for married men separated from families whilst waiting for housing accommodation. Repayable loans available for removal expenses. Promotion opportunities.

Applications should be sent to Industrial Recruitment Officer, A.E.R.E., Harwell, Didcot, Berks, or anyone requiring more information should send for a copy of the booklet "A Career in Atomic Energy," which sets out some of the conditions of employment at Harwell.

Command News (continued)

R.N.A.S. STRETTON



Ship's Company Dance

FIVE LARGE Christmas trees formed the topical decoration on the stage at Parr Hall when the Ship's Company dance was held there on December 4.

Dancing from 2000 to 0100 was held to the band of Harry Jarmin, the New Mayfair Ensemble and a Skiffle Group from Widnes.

Over three hundred and fifty attended and that master of ceremonies, P.O. "Taff" Donaldson officiated. A jolly good time was had by all—unfortunately(?) there were too many girls!

Handicraft Exhibition

An exhibition of handicrafts was held in the Schoolroom early in December, 1956, and though the entries were not numerous, they were all of a very high standard.

Capt. and Mrs. E. M. Harvey selected the following as the best three exhibits:—

First: Model bedroom furniture for a doll's house by Chief Elect. Wilkinson.

Second: Embroidered tablecloth by Writer Norris.

Third: Pictures in marquetry by Lieut.-Cdr. W. Strath, R.N.

Industry and patience, skill and ingenuity, artistry and craftsmanship

were very much in evidence in the work submitted, and all competitors are to be congratulated on their fine efforts.

Pantomime

A jaunty in real life may be the kindest of men but on the stage he is always the devil incarnate. And Pincher Martin, playing the joss-man in this year's highly successful pantomime at Stretton was quite the most demonest of demon kings. So much so that a fairy queen, a ballet dancer, a skiffle band, eight members of the station ladies' rugby team and numerous peculiar lower deck characters were hard put to it to keep him in check.

This colourful show, "A Lad in the Fleet Air Arm" written and produced by Lieut. (E.) C. L. Martin, R.N. (from Wallasey), in collaboration with Cdr. Airman K. Jagger, R.N., and superbly supported by Mr. Bob Cromerty, from Liverpool (a member of the Civil Engineer-in-Chief's Department) proved to be one of the best ever.

Cleverly designed costumes, spectacular dancing skeletons, grand singing and humour without end, all blended into a tip top show which moved with sizzling speed and delighted packed houses.

R.N.A.S. FORD

THE RUGBY team at R.N.A.S. Ford has, to date, had a most successful season, having now won the Bambara Trophy (H.A.C. Competition) and all thirteen matches have been won with a total score of 262 points for, and only fourteen against.

On Monday, November 26, 813 Wyvern Squadron was re-formed at Ford with Lieut.-Cdr. R. W. Halliday, D.S.C., in command. This squadron, which has a war record second to none, is due to embark in a carrier some time in 1957.

H.M.S. NEPTUNE

At the end of July H.M.S. Ben Lomond was substituted for H.M.S. Diadem in the Headquarters Group. The main office organisation and the

majority of accommodation is now in Duncansbyhead with Ben Lomond berthed outside her as overflow accommodation ship. Diadem was towed to Portsmouth at the end of August for refit prior to service in the Pakistan Navy.

For the first time since 1954, the Reserve Fleet contributed to the Chatham Navy Days' programme in August. The shipwright staff, using mostly waste products at the dockyard joiners' shops, converted one of Hartland Point's R.C.L.s. into a Chinese pirate junk and a volunteer crew was suitably dressed, equipped and trained by Lieut. T. P. George. Although the junk, after several realistic encounters with H.M. Ships in the basin during the Navy Day weekend was almost in a sinking condition at the end, the show she put up was a great success and was given publicity by the "Illustrated London News."

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R.N.A.S. ARBROATH

Death of Capt. R. R. Shorto, D.S.C., R.N.

EVERYONE was extremely sorry to hear of Capt. Shorto's death. This happened in Naples where he was attending a N.A.T.O. Defence College Course.

Capt. Shorto was relieved in May this year by Capt. Porter and had been Commanding Officer of H.M.S. Condor from January, 1954, till that time.

Of his death Provost J. K. Moir of Arbroath said, "I was greatly distressed to hear of Capt. Shorto's passing. During the period he was in Condor he did much to cement the friendship existing between the burgh of Arbroath and the Naval Air Station."

Farewell Visit

On Thursday, November 22, H.M.S. Condor had a farewell visit from Rear-Admiral R. L. Fisher, O.B.E., D.S.O., D.S.C., Flag Officer Ground Training. He made a farewell speech to the ship's company on the parade ground, then took the salute at the march past. In the evening he was dined in the wardroom.

Church News

Work is being carried out on St. Christopher's Church of England Chapel in H.M.S. Condor which is being extended eastwards by twenty feet to accommodate a larger congregation. Alterations are being carried out whereby the choir will be accommodated near the altar which will be in a recess below the stained glass window depicting Christ walking on the sea. Teak panelling from St. Michael's Church, Donibristle, is being used.

New pews of cypress spruce and new choir stalls are being made at Rosyth Dockyard and there will be new lighting and heating systems. There will also be a new pulpit which is being made locally.

All going well the church will be ready for use at the beginning of next term.

Sunday School

Over fifty children attend in a hut adjoining St. Christopher's Chapel and the work of supervision is carried on by Mrs. J. E. Dyer-Smith, assisted by her sixteen-year-old daughter, and Wrens Cheeseman and Whitfield. A special bus is run from the married quarters for children attending Sunday Schools in the camp.

A Christmas party for the children attending Sunday Schools in H.M.S. Condor was held on Wednesday, December 12.

Change of First Officer W.R.N.S.

After fifteen months in H.M.S. Condor, First Officer M. Talbot was relieved on December 1 by First Officer J. S. Rae.

First Officer Talbot's next appointment will be at Burghfield near Reading, Berks.

First Officer Rae is a native of Collieston, Aberdeenshire, and her previous appointment was at Burghfield.

Naval Wedding

On Saturday, November 17, Wren V. Woodman was married in Knox's Church, Arbroath. The bridegroom was Cook R. Paterson and the Rev. J. Reid officiated.

Christmas Pudding Ceremony

This was carried out by Capt. and Mrs. W. L. G. Porter on Wednesday, November 21. The ceremony was held in the galley. Carley raft paddles were used for the stirring, and sterilised silver threepenny bits to the value of £2 were added. Also in the mixture were twelve bottles of stout and four pints of rum.

Commissioned Stores Officer Norfolk and Chief Cook Johnston produced the recipe for this gigantic pudding as follows: 20 lbs. sultanas, 20 lbs. currants, 12 lbs. raisins, 5 lbs. mixed peel, 10 lbs. prunes, 10 lbs. ground almonds, 2 lbs. spice, 10 grapefruit, 20 lemons, 10 lbs. flour, 10 lbs. sugar, 20 lbs. breadcrumbs, 10 lbs. suet, 4 dozen eggs and 20 tins of milk.

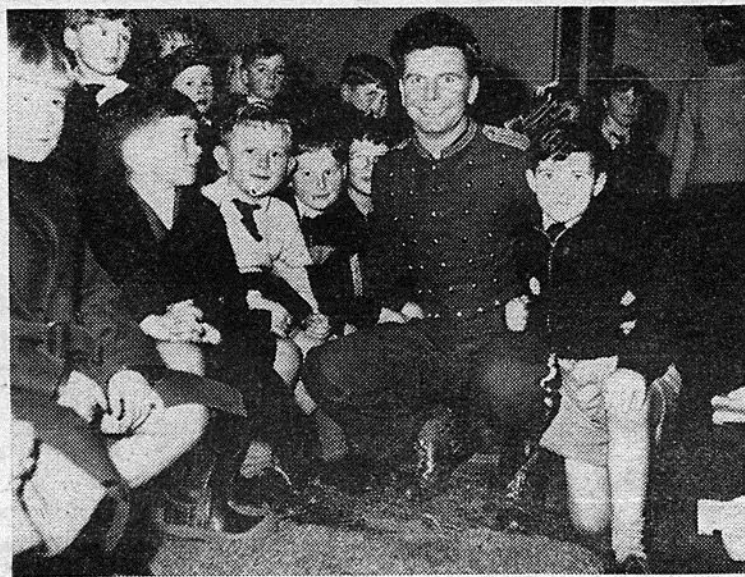
After one hour's stirring, the puddings were cooked for ten hours then left to mature. Another two hours cooking will be needed before they are ready for serving.

Foretaste of Winter

A Wolseley 12 driven by C.P.O. Jeffrey Williams skidded and overturned into a ditch on the morning of Tuesday, November 27. Other passengers were C.P.Os. Donald McKay, George Low and Peter Vella. All were on their way from Dundee to H.M.S. Condor. Luckily no one was seriously injured although the car sustained considerable damage.

On this morning the roads were particularly dangerous due to ice and several other accidents took place on the same stretch of road.

R.N.A.S. CULDROSE



Father Christmas

THE CHILDREN'S Christmas party was held on Saturday, December 8, in the gymnasium. About three hundred and fifty children were present. A few may have been slightly disillusioned to see Father Christmas trudging up the road to the gym instead of arriving out of the blue.

The petrol shortage caused Santa to cancel his proposed descent by helicopter.

The children got their presents just the same, so it's a matter for conjecture that they cared that Santa had to wear out precious boot leather.

Wrens at the station played a large part in preparing the high tea in the canteen, where men, dressed as pirates and cowboys, ushered in the children.

The Pantomime Season

The Culdrose Theatre Group gave three performances of "Cinderella" during the early part of December.

Nearly eight hundred children from local schools were able to witness the opening show and it really was a case of "standing room only." In spite of the fact that many of the children were bobbing up and down in an effort to see the show over the heads of those nearer the front, they really enjoyed the colourful performance and let themselves go when asked to join in singing carols and other songs.

Buttons was popular with the children and was played by Bill Smale. This was Smale's third year in pantomime at Culdrose, Barrie Satterley was the villain of the piece and Cinders was played by Judith Hamlett.

Other roles were played by Cheri Bickley, Jane Richards, Jane Hardy, Jean Marples, Adrian Hewlett, Anne Mumby, Sue Hurst, Kim Clitheroe, Robert Head and Dale Bowen. The show was produced by Fred McEwing.



Condor Amateur Dramatic Society

The play "On Monday Next" by Philip King was presented by the Condor Amateur Dramatic Society on the evenings of December 6 and 7 under the direction of Lieut. John Calderwood. This was splendid entertainment and is the story of a repertory company rehearsing against time for its next production under the directions of a voluble, volatile and bullying producer, Harry Blacker, played by Lieut. Bates. Amongst other interferences there are intrusions at awkward moments by the author of the play played by Lieut. Prince.

Wren Leighton plays Maud Barron, an elderly actress who keeps a motherly eye on the remainder of the cast.

C.P.O. Perret and L./Wren Shirley Cheeseman as husband and wife have the leading parts in this play within a play and Sheila Glass, the daughter of Surg.-Cdr. Glass has the role of Daphne Wray, a gay actress. Lieut. Coleman is the old stage carpenter called George who switches off lights at unfortunate times, nearly causing the death of the producer, and Sub-Lieut. Cawthorne is Jackson Harley who is the stage manager. P.O. Fogerty has the role of Jerry Winterton, Wren Pauline Carr is Avis Clare and Wren Barbara Johnson is Mary Manners.

The stage manager was Inst.-Lieut. Cdr. Crossman assisted by Inst.-Lieut. Young and the set was built under the direction of Chief Supt. Woods.

(Continued on column 3, page 16)

SPORTS PAGE

HOME AIR COMMAND

ASSOCIATION FOOTBALL

Home Air Command v. Southampton F.C. XI

AS PART of our endeavour to build up a strong Air Command team for the Inter-Command Cup series in the New Year, the Command Soccer team travelled to the "Dell," Southampton, on Tuesday, December 4, for a friendly match against a Southampton F.C. XI, which had been arranged largely as a game for experimental purposes.

The Command side was considerably weakened by the absence of four Home Air Command players—P.O. Lewis (right back), N.A. Hasty (centre forward) and N.A. Smith (left half), who were released to play for the Royal Navy on the following day, and L.S.A. Bridgewater, who was unable to play owing to injury; thus, we took the field with an untried defence.

Saints Score First

From the start and, as to be expected, Southampton were much the more polished team who, with neat short passes split the Command defence on numerous occasions; no surprise therefore when, in the tenth minute, a bad mistake permitted the Southampton centre forward to gather the ball in his stride and drive it low into the corner of the net.

Excellent goalkeeping by P.O. Cairns saved the Command on numerous occasions and, although the Southampton forwards were rather erratic at times in front of the goal, their moves were always dangerous. The Command team was never impressive at this stage and, just before half-time, the Southampton centre forward scored again. Half-time score 2-0.

Team Changes

In the second half, positional changes effected an improvement. L.R.E.M. Gilholme was switched from right back to centre forward, L.E.M. Harrison was brought in at right back and R.E.M. Bodkin and A.A.2 Goodwin changed position on the wings, all of which produced a more balanced attack, and thus, brought the Command more into the picture. Within five minutes of the second half A.A.2 Goodwin at outside left very neatly deceived the Southampton defence to send a long powerful drive towards the Southampton goal. This was partially blocked by the goalkeeper only to see it fall at the feet of P.O. Barnes (inside right) who, with a first time shot, scored a brilliant goal.

R.E.M. Bodkin was much more impressive on the right wing and, with neat tactical moves, he was often a danger. He was well backed up by R.E.M. Bayley (right half), who worked tirelessly throughout the full ninety minutes.

Five minutes before the end Southampton scored again and, so, at the final whistle, the score was 3-1. This was not an outstanding game but of great value to the selectors and we much appreciate the help of Mr. E. T. Bates (the Southampton F.C. manager) in arranging it.

Future Fixtures

Our next Home Air Command match is versus Pegasus, at Oxford, on January 19, 1957, and is the prelude to our first Inter-Command match, in the new series, against Nore Command on January 23. Thereafter, matches have been arranged with Poole F.C. and Southall F.C. and, possibly, Salisbury F.C.

N.A. Hasty leaves the Command for Malta early in the New Year. His tremendous thrust in the centre will be sorely missed by both the R.N. and Home Air Command teams; we shall also miss "Paddy" as a personality off the field of play and our good wishes go with him.

Air Command Cup-Final Tie

The final of the Air Command Cup competition was played in a high wind and rain at Manor Way ground, Lee-on-Solent, on Wednesday, December 12, between R.N.A.S. Culdrose (winners 1955/56) and R.N.A.S. Stretton.

In an extremely hard fought battle, the ball constantly moved from goal to goal with first Culdrose on the attack and then Stretton. In the early minutes of the game Culdrose went ahead with a brilliantly taken goal by Inst.-Lieut. Robinson at inside right, followed shortly by a break-

away goal from Stretton scored by N.A. Hardman, at centre forward. The very wet and slippery ground made the going very heavy and many a good move was spoilt by the players losing their feet at the crucial moment; it was also evident that the nervous tension of a "big match" was telling on the players. As the first half progressed the tempo of the game inevitably slowed, but before half-time both teams scored again—P.O. Moverly for Stretton, N.A. Wheeler and E.M.A. Brown for Culdrose. Half-time score—Culdrose three, Stretton two.

The second half again saw Culdrose early in attack but, with the Stretton goal in constant danger, splendid goalkeeping by P.O. Cairns saved many an awkward situation. Stretton fought back hard and with tremendous encouragement from their spectators they slowly managed to turn the tide. Their efforts were well rewarded by two further goals from L.E.M. Parker and N.A. Elliott. Final score—Stretton five, Culdrose three.

Congratulations to R.N.A.S. Stretton on a splendid win, which in no small part was undoubtedly helped by the vociferous support of your spectators.

HOCKEY

Home Air Command Hockey Week

This year's hockey week was both enjoyable and, on the whole, quite successful.

The first match against Maidenhead, on Saturday, November 24, resulted in a defeat by four goals to one but was a good proving game. On Sunday 25th, the Command were away to Bournemouth and drew 4-4. As the score suggests this was a lively, hard and fast game, unfortunately marred by an injury to P.O. West half way through the match. On Monday, November 26, the command registered its first win in the only home match of the week when Hants "A" were beaten 2-0.

In other matches, the Home Air Command team were beaten 4-2 by Dorset at Poole Park on Wednesday, November 28, but on Thursday, 29th, achieved a comfortable win by 3-1 against Havant. The final and best game of the week was played against Portsmouth Command, on Saturday, December 1, when, in a hard and well fought match, at H.M.S. St. Vincent, the Air Command won by 2-0.

R.N.—Inter Establishment Knock-Out Competition

In the second round of the R.N. Knock-Out Competition H.M.S. Ariel and R.N.A.S. Ford were both successful in their matches. R.N.A.S. Culdrose who had to travel to Chatham were unable to field their full First Eleven team due to service commitments.

Results of Home Air Command teams in the 2nd round are as follows:—

Ariel, 2 v. Excellent, 0
Ford, 3 v. Vernon, 0
R.N.B. Chatham, 2 v. Culdrose, 1
Raleigh, 2 v. Yeovilton, 1

In the quarter finals, Ariel have played Collingwood, the game ending in 0-0 draw after extra time; the replay has been arranged at Ariel on January 16, 1957. R.N.A.S. Ford is congratulated on winning through to the semi-final, having defeated R.N.B. Portsmouth 5-3.

RUGBY

The Bambara Trophy

Starting with zonal games and after three rounds of inter-station rugby R.N.A.S. Anthorn and R.N.A.S. Ford met at Stretton in the final of the Air Command Rugby (Bambara Trophy) Competition on December 10, 1956.

Conditions for the game were good, and, although Ford were at first considered the favourites Anthorn put up such a determined attack that the winning team was in doubt until the end. Perhaps Anthorn were a little too excited? The standard of play was not high but what was lacking in skill and tactics was certainly made up in thrust and drive. Mechanician Russell (Anthorn) led the better pack of forwards, although Ford certainly had the better three-quarter line.

The game was decided by penalties. Ford converted two (six points) and Anthorn one (three points).

H.A.C.R.U.

Considerable difficulties have been experienced by the Home Air Command Rugby Union selectors in getting the best team together. The problems of travel in our scattered domain and present fuel economies have caused many cancellations from players at the last minute. In addition, many players have been lost through injury and last minute drafting.

In the game against U.S. Portsmouth (December 5), although the Home Air Command XV were beaten 23-3, their game belied the score. Clearly, U.S. Portsmouth benefited from their previous matches together whereas so many Home Air Command players met for the first time in this game.

On December 12, Home Air Command played Devonport Services, and better results were obtained in this game. The final score of 11-0 down might easily have been much reduced.

Looking back on the past few months' activities it has been satisfying to note how the spoils of the major competitions have been shared out:—

Culdrose won the hockey.
Ford won the rugby.
Stretton won the soccer,
and Daedalus are through to the semi-finals of the Navy Cup Soccer.

To look ahead. It is to be hoped that refreshed by Christmas leave and with all digestive troubles averted, Air Command personnel are by now well under way in their training for the further coming activities which are due to be held before Easter leave:—

Basket-ball (Knock-Out) Competition.
Cross-Country Championships.
Open Boxing (Team) Championships.
Squash Championships,
and Royal Tournament (Fencing) Competitions.

Of which details are given in H.A.C.S.I. and reports will follow in NAVY NEWS.

RUGBY FOOTBALL

THE TEAM selector for the Navy XV, Capt. R. V. Brockman, R.N., has been fortunate this season in that the emergency has affected very few players and the majority of last year's Twickenham side are again available. On the other hand, he has been much beset by injuries and the two Scottish internationals, Inst.-Lieut.-Cdr. McKenzie, R.C.N., and Aircraft Artificer Valentine, together with two England trial centres, Lieut. Pearey and Inst.-Lieut. Hodgson, have all been on the injured list for some time. On the other hand, Lieut.-Cdr. Denis Wilkins has made a welcome return from Australia, where he has been serving in an exchange flying appointment for three years, and is rapidly returning to the form which made him a permanent member of the England side for three years.

Other players who have caught the eye this season are Lieut. Mainwaring, R.M., who was in the first Welsh trial, Sub.-Lieut. Clements, R.N.V.R., who is in the second England trial, and Officer Cadet Waddell, R.M., who was in the first Scottish trial.

The Navy XV played Devon on Saturday, December 8, and lost by three points to nine. This was not a bad result as Devon, who were only beaten by Middlesex in the County final last year, have played together for two seasons and are a strong side. The Navy pack was in quite good form but the outsiders, not of full strength owing to the absence of injured players, failed to find their best form.

The next Navy game is against the Civil Service on Thursday, January 10, and an experiment is being made this season of playing this match at Bath, where the attendance of a large number of Naval officers and civil servants from the Admiralty is hoped for. The Navy expect to be at full strength for this match and there is reason to believe that the Navy XV at Twickenham this year will be an above average side.

The dates of the Inter-Service matches are February 9, against the Royal Air Force, and March 2, against the Army. Both games will be played at Twickenham.

SAILING

AS IS normal at this time of the year, the only "sailing" undertaken has been in the bars of various yacht clubs. Two happy occasions for the Home Air Command Sailing Association have to be reported, however,

(Continued on page 16)

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MISCELLANEOUS

BOOK EARLY. Norman Conquest, London Magic Circle (Gold Star), the children's favourites, Magic, Ventriloquism, Punch & Judy, Oriol Dene, Catering Lane, Horndean, Phone Horndean 2282.

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The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for any errors or omissions.

Solution to Crossword No. 27

ACROSS.—1, Christmas future, 8, Offend, 10, Intend, 12, Edict, 15, Ellen, 17, Oaten, 18, Glencoe, 19, No feat, 20, Accused, 21, Brigade, 22, Horse, 23, Erica, 24, Spile, 27, Cutest, 29, Forgia, 31, Locksmith's trade

DOWN.—1, Choreographical, 2, Ice, 3, Tide, 4, Asst, 5, Flit, 6, Tot, 7, Ending the parade, 9, Film excerpt, 11, Extricating, 13, Dives deep, 14, Crane bill, 16, Nicosia, 17, Offside, 24, Stem, 25, Inst, 26, Efts, 28, Elk, 30, Gar

FRANCO-BRITISH SEA BATTLE OF THE PRESENT CENTURY

If one said that there had been a sea battle between the French and the British this century, one would very likely be told that one's history was not one's strong point!

It is a fact, however, or so I have been most reliably informed, that a battle was fought out between H.M. Armed Merchant Cruiser Mantua and the French barque Quillota in 1917.

Shipmate Len Howard, of Cheam and Worcester Park Branch, who served in the Mantua at the time, says that his ship met up with a square-rigged sailing vessel carrying 4-inch guns and fitted with radio in the Eastern Atlantic. The Captain of the Mantua suspected this vessel of being a disguised German raider and hoisted the international signal "What ship?" No reply being hoisted, the Mantua closed the vessel and fired a shot across her bows. The shot was from a range of about 7,000 yards and appeared to pass between the masts.

The Master of the Quillota assumed that he was being attacked by a German raider and instantly, and very gallantly, engaged the Mantua.

The action lasted about an hour, at the end of which time the Quillota was looking a very sorry sight, and after her magazine blew up the crew abandoned ship, the Quillota eventually sinking.

The Mantua closed in to pick up survivors, 29 in all. Imagine the feelings of the victors when they found they had not captured 29 Germans but 29 Breton seamen, who, it must be stated, accepted the situation with typical Breton gallantry.

The casualties on board the Mantua were five, and on the Quillota one man was killed.

SPORTS (Continued from page 15)

and were the results of See Hexe's exertions during the 1956 season.

At the annual reunion and cocktail party of the Royal Naval Sailing Association at the "Senior" on December 7, our Commodore, Rear-Admiral Fisher, making his farewell appearance in this capacity, accepted on behalf of the association the Dryad Cup (Dinard race) and the Craven-Phillips Cup (for the R.N.S.A. yacht with the best racing record in 1956). At the Royal Ocean Racing Club's annual dinner and prizegiving on December 12, Capt. Harvey received on behalf of the association the Royal Albert Yacht Club Cup (Channel Race) and the Aralus Plate (winner of R.O.R.C. Points Championship in the "A" Division).

The association's 100 square metre yacht Wal, due to be laid up for the winter on the Clyde, failed to reach there due to stress of weather and failure to recruit suitable crews. It was therefore decided to lay her up at Milford Haven. Since this decision was taken, however, it has been agreed that the roles of Wal and Sea Swallow should be reversed, so that the former is now "training" and the latter "recreational." Instructions regarding Wal's refit are now awaited.

PORTSMOUTH COMMAND

Boxing Club

The Command Boxing Club were due to meet Kingston A.B.C. in a return contest in the barracks' gymnasium on December 13.

Due to the defection at the last moment of the London club, local civilian and service clubs were contacted to make up a programme and the outcome was an enjoyable evening's boxing.

Results were:—

Bantam.—A.B. Darrocks (Excellent) beat Hanscombe (Chichester) on points.

Feather.—P.O. Scott (R.N.A.S. Ford) beat D. Jeram (Portsea), stopped second round.

Light Welter.—E.M. Nangel (Collingwood) beat M. Lee (Portsea) on points; K. Cairns (Portsea) beat G. Newsham (Hillside) on points; L./Sea. Cleary (Vernon) beat J. Buckner (Hillside), stopped second round; A.B. Hedges (Excellent) beat Pte. Smith (R.E.M.E.) on points.

Welter.—Cfn. Hunt (R.E.M.E.) beat N.A. Bailey (R.N.A.S. Ford) on points; O./Sea. Hilton (Vernon) beat

OIL SHORTAGE

A CUT of about ten per cent. in aviation fuel has been achieved in the Home Air Command. This has been made possible by reducing normal communication flights between Naval air stations to an absolute minimum, by suspending flying practice for aircrew in non-flying appointments and by reducing other flying not essential to operational training, important trials, flight testing or search and rescue.

E. Voller (Hillside), stopped second round; O./Tel. Hutchins (Starling) beat Cfn. Gymer (R.E.M.E.) on points; L./Sea. Warriner (R.N.B.) beat L./Cpl. Jestico (R.E.M.E.) on points; A.B. Maughan (R.N.B.) beat Cfn. Murray (R.E.M.E.) on points.

Light.—E. Hoile (Hillside) beat J.E.M. Lake (Collingwood) on points.

Light Middle.—L.E.M. Jarvie (Ariel) beat B. Baker (Chichester) on points.

Middle.—G. Smith (Medina) beat

A.B. Bainbridge (Tuscan) on points.

Light Heavy.—L./Sea. Rogerson (R.N.B.) beat D. Payne (Hillside), disqualified.

In other recent contests the Command lost to Aldershot Services by two bouts to ten and beat Royal Air Force Wiltshire by twelve bouts to two.

Command News

(Continued from page 14)

R N.A.S. ARBROATH

Condor Wives

The third meeting of the Condor Wives was on Thursday, December 6. Mrs. W. L. G. Porter proposed the vote of thanks to Miss Urquhart of the North of Scotland Hydro-Electric Board who gave a cookery demonstration. Mrs. J. D. N. Ham introduced Surg.-Cdr. J. Glass who judged the Christmas Cards which had been made by the wives for this occasion.

On January 12 a visit will be made to Aberdeen to see the pantomime "Puss in Boots" and the next meeting will be on January 24 when there will be a beetle drive.

A make-up demonstration is being booked for February.

Another Naval Wedding

On Saturday December 15, Wren Ruby Hunter was married at St. Andrew's Church, H.M.S. Condor. The bridegroom was R.E.M. Colin Lowe and the Rev. W. M. Lamont officiated. The bride was given away by Capt. W. L. G. Porter, R.N.

R.N.A.S. TERRILTON

THE HERON column (and -ist) takes this opportunity of wishing both its readers good reading in the New Year. During the month, the sisterly

satellite at Merryfield had the honour of greeting the First Sea Lord as he staged through to visit H.M.S. Girdle Ness at Brixham, landing in a helicopter by Churston Golf Course.

The inevitable round of pre-Christmas junketings has come full circle as I write, but nearly twice as formidable as in previous Christmases owing to the two stations holding duplicate parties and anyone who tackled, in one week, the chiefs' dance, Yeovilton; children's party; chiefs' dance, Merryfield; 766 Squadron dance; chiefs' stag party, Yeovilton; station dance, Yeovilton; and the wardrobe dance should be able to climb Everest without oxygen.

The wardrobe dance was notable for its decor, worthy of a Beaton or a Messel, and a masterly exhibition of "rock 'n' roll" and crooning from an unsuspected exponent, who would have made Elvis the "P" take a back seat.

In case anyone thinks that no work was done at all during the months, this columnist hastens to assure his faithful duo, that some was achieved but work, routine work, necessary work is not easy to write about.

Friendly Co-operation

Our Admiral went to a social function in Taunton where he met a retired and distinguished Naval officer, resident nearby, who assured him how nice it was to have the Navy at Merryfield.

The Admiral asked if he had called in the wardrobe there. "Yes," replied the retired and distinguished N.O., "I went with the Master of the Hunt to get permission to hunt over the airfield."

"Did you get co-operation?" queried the Admiral.

"I think so," replied the retired N.O., "the operations officer said he'd shoot the first — hound he saw on the airfield!"

Tackled later, Ops emphatically denied the charge. "I said horseman, not hound, sir."

Of Mice and Men

To be engaged to a lovely lass two hundred miles away, to own a fast and thirsty sports car and to be faced with the grim realities of basic petrol on the 17th, acted as a spur to one romantic aviator, with the inborn initiative of his breed.

At the far end, he established a creditable cache of refined and liquid gold and sensing that some obscure regulation would be opposed to his establishing a second cache on the airfield, he chose an overgrown copse not far away and established his

private fuel depot after a series of visits during one of which a lady on a bicycle passed nearby.

Returning to Merryfield after a happy week-end and in the still and early hours of the morning, he decided to replenish his emptying tank.

Horrors, two cans were empty, the other three were missing!

Our hero nurses the conviction that it was no "lady" on that bicycle.

Finale

We would not want our daughter squadrons in the Med. to feel that we of Heron had forgotten them and their recent exploits, but the centre page average in the December issue of NAVY NEWS was so excellent that until we can hear, at first hand, the individual experiences of the crews, there is nothing more that we can add except to hope that the whole country will one day appreciate the truly formidable proportions of the Fleet Air Arm's and Royal Navy's contribution to the overwhelming military successes of "l'affaire Suez."

Forlorn Hope—1915

By C. G. Brodie

Story of the Submarine Passage of the Dardanelles

THIS IS the story of a little-known but important chapter in submarine history.

The author, an ex-submarine C.O., served on the staff of the Commander-in-Chief Eastern Mediterranean Fleet, being directly responsible to Commodore Roger Keyes, the submarine enthusiast. Thus he was well qualified to describe the difficulties and dangers of penetrating the treacherous Dardanelles.

The success of the operation despite pessimistic forecasts and initial losses—including the submarine of the author's brother—says much for the skill and courage of the First World War submariners.

The author's personal connection with the story provides an unusual aspect to the story. Written from the detachment of 40 years and retirement, however, it was found confusing in parts. A large-scale map of the scene of operations would be a useful addition to the book.

An unusual book which will have a limited appeal.

Published by Frederick Books. All profits from the sale of this book will be devoted to King George's Fund for Sailors.

